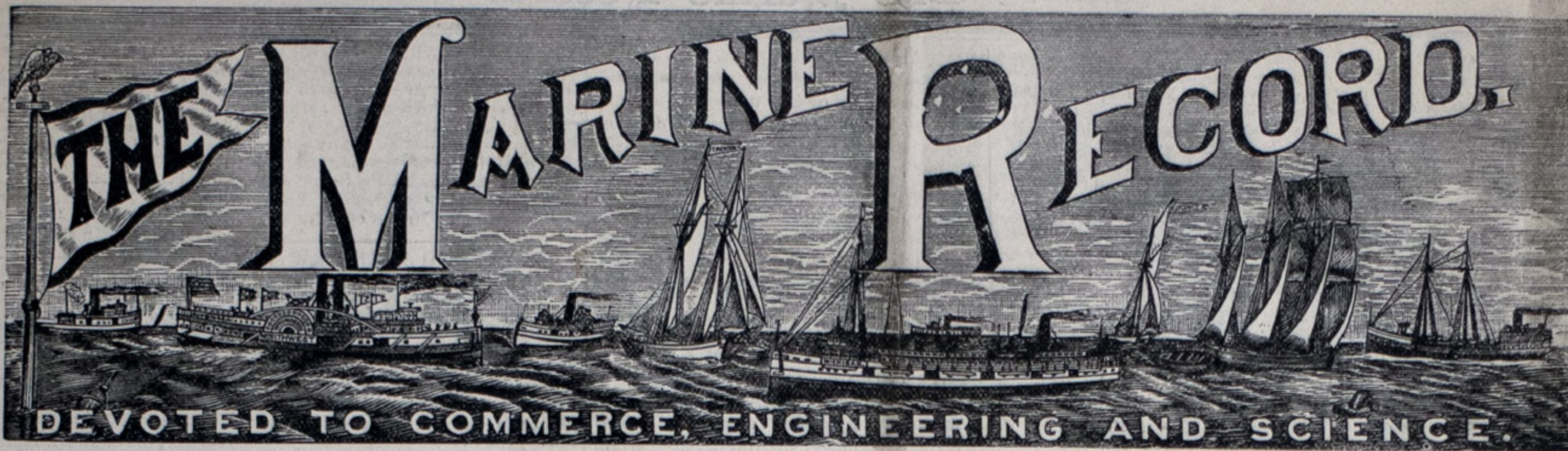




VOL. X No. 10.

CLEVELAND, O., MARCH 8, 1888.

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AROUND THE LAKES.

CLEVELAND.

Captain Joseph Duville, who has returned from Florida, looks well and is as aggressive as ever.

Captain Benjamin Cole, it is said, will sail the Arctic, recently purchased by Captain Nelson Whipple, of Detroit.

The tug Bob Anderson will tow the schooners Wm. H. Home, Belle Hanscombe, and J. S. Richards in the iron ore trade this season.

Mr. James G. Bragg, last season steward on the Cambria, and who has been paying a visit to friends at Norfolk and New York, has returned to the city.

Captain John Miner, of Detroit, has sold his half-interest in the steambarge Empire, and has bought the J. S. Richards for \$7,000. The captain will sail her himself this season.

The new steamer building at the Cleveland Drydock Co.'s yard, is getting on nicely. She will be named Henry C. Johnson. It is said that Captain Thompson, last season master of the Horace A. Tuttle, will bring her out.

Miller & Murphy, shipbuilders, are about completing their winter's work on the schooner H. W. Hoag. Mr. Miller says that the vessel will come out this season as good as new. Captain Chas. Pederson, who will command her this season, will have a good vessel.

The rebuild of the Richard Winslow at the Cleveland drydock will consist of top-sides, stanchions, plank sheer, rails, stringers, center board box, recaulking and refastening. When this work is completed she will present the appearance of a new boat. The Specular, noted recently as being converted into a steamboat, will be out of dock this week. Her bed plate is in, and she will go to her old berth at Arthur & Boylan's dock, where she will receive her boilers and machinery. Captain J. A. Landfair will command her.

The Globe Iron Works Co. are rushing things in great shape at their iron ship yard. On Wednesday, February 29, boat 16 for the Lehigh Valley Transp. Co., was launched, and from that day to the next Wednesday evening the following quick work was done: Ways, used for launching steamer No. 16, placed under steamer 17, or the Hill boat No. 1. Crib that surrounded steamer No. 16, replaced and repaired. Keel blocks laid, and plates laid on blocks for steamer 19 or the Hill boat No. 2. Length of keel 292 feet.

It is reported that shippers at Duluth are offering 4½ cents on wheat for vessels to arrive on their first trip. Very little tonnage is wintering at that port. Nothing is doing yet in ore freights. The movement to keep vessels from fitting out before May 1 seems to meet with favor. It is said that an offer has been made to carry 50,000 tons of iron ore from Two Harbors to Buffalo at \$1.60. A report from Bay City says that lumber freight is expected to open at about \$2 to Buffalo.

Meteorological summary for the week ending March 7, 1888:
Mean barometer..... 30.17
Mean temperature..... 26.8
Mean humidity..... 77.8
Total precipitation..... 0.59
Prevailing direction of wind..... N.W.
Total wind movement..... 1215
Av. cloudiness..... 8.0
Av. state of weather..... Cloudy.
Max. temperature, highest..... 60.6
Min. temperature, lowest..... 13.5
W. H. HAMMON, Sergt. Signal Corps, U. S. A.

A well attended meeting of Forest City Council, No. 2, American order of steam engineers, was held in the society rooms, No. 144 Ontario street, Monday evening. This is a new organization, the objects of which are to promote the science of steam engineering in all its branches. It is also a beneficiary brotherhood. Sick and disabled members are cared for, and widows of deceased brothers are furnished with sufficient means to start them in some little business. At

the meeting Monday evening the death of Mrs. Francis Winkler Pashek, mother of John Pashek, was announced, and a committee prepared resolutions lamenting Mrs. Pashek's demise.

CHICAGO.

Special to the Marine Record.

The board of directors of the Vessel owners' mutual benefit association met at their office on South Water street Wednesday afternoon, 29th ult., and re-elected the officers of last year for the ensuing year, as follows: President, O. B. Mullen; vice president, H. Michelson; treasurer, Brice Miller; secretary, T. B. Higgle. The association are in a very hopeful frame of mind, believing this will be a good season for their business.

Captain H. Michelson is doing considerable work on his schooner, the C. Michelson. She is receiving new deck, deck frames, hatch combings, clamps, new shelf pieces, 14 inches wide, new plank sheer and sheer strakes, stanchions and rail; in fact, is being repaired so extensively that she will be in the best possible condition for the summer's trade.

Captain Mullen is doing the necessary work on the General Mullen to put her in first-class shape for the coming season. She receives new hatches and hatch combings, new ceiling, and will be recaulked.

The schooner S. J. Luff will load corn for Georgian Bay, private terms, and the steamer Sitka will take corn to Buffalo for 2½ cents.

The steambarge St. Joseph is at Miller Bros.' drydock receiving new bed plates for the new engines she will have this spring. The owners were not satisfied with results last season and are putting in more powerful engines.

The tug Miller is also in the same dock, receiving a new steam steering gear, manufactured by Elms, of this city. All of the tugs in the Dunham line will also receive steam steering of the same pattern.

Work on the Portage is progressing rapidly under the management of Captain Samuel Shannon. The genial Sammy feels very much gratified over his appointment as master of the new boat, launched at Buffalo last week.

The steamer Aurora will load oats for Buffalo, private terms, and the Bulgaria takes corn to the same port at 2½ cents.

Mr. G. C. Barnes, Cleveland, is in the city putting an asbestos covering on the boilers and pipes of the steamers Bulgaria, Roumania, Aurora, Hope, and Sitka.

The steambarge Washington is at the Chicago drydock, being put in first class shape for the season's work. She will receive a new shaft, have her bottom recaulked, and other necessary repairs.

Captain Dan McLeod, inspector for the Inland Lloyds, has returned from an extensive business trip around the lakes, in the interest of that firm. He has visited a number of the principal shipbuilding ports, and reports every one busy. He also states that the general feeling of vessel men is hopeful for the coming season; that while they are looking for prosperous times they do not think the season will equal last year.

The following are the appointments for D. Whitney line of boats: Mecosta, Captain W. H. Hutchinson; F. W. Wheeler, Captain John Ives; C. W. Whitney, Captain Dan Ingraham; C. S. Baldwin, Captain W. H. Williams; Lansing, Captain Barney Wilds; Ashland, Captain Geo. Trotter; Wayne, Captain D. Tiffant; Melbourne, Captain D. Critchett; H. W. Sage, Captain C. S. Daniels; India, Captain G. Cooper; Albany, Captain Sam Moore; Nipigon, Captain John Leonard. No appointments are made as yet for the Grace Whitney and Dashing Wave.

Mr. J. McCarty, assistant superintendent of the Chicago Dock and Dredging Co., has just returned from Escanaba. He reports a two-foot snow fall there and the ice three feet thick. The company has two dredges and a pile driver there and are waiting for the reason to open up so that they may resume work on the new lumber dock building there.

The Goodrich Transportation Co. have been making some repairs on their dock sheds here, and at this writing have the offices in the drydock for annual repairs, which will consist of painting, papering, etc.

The steamer D. Whitney will load wheat for Buffalo, rate not known. She was chartered by Messrs. Keith & Carr.

Captain J. S. Dunham, president of the Dunham Wrecking and Towing Co., returned from an extensive tour of the lake ports on Monday. Speaking to your correspondent of his trip he said he came back with the same opinion he had when he left, which is that the marine business this season will not compare with the season that is past, and the same opinion prevails universally among vesselmen wherever he had been. The outlook now is very unfavorable. Freight rates have dropped to just one-half what they were at this time last year, and there is nothing to indicate that they will be any better by the opening of navigation. Corn used to be king, but that has passed and we look to iron ore men for the greater proportion of our business. They are hanging back this season as they never did before. Not a charter for ore has yet been made at Cleveland, for there is a difference of 25c per ton between the vesselmen and shippers, neither showing any signs of giving in. Before this time last season shippers were using every available means to secure tonnage and vesselmen had no trouble to charter at good prices. At this port there is an unusually large amount of tonnage. The demand for coal brought in a number of large steambarges last fall. The quantity of grain is less than half what it was last March, and as the crops were poor there will be no business to speak of from that source, and the vessel business will go begging this year unless the iron ore men change their policy. The lumber business will be the least affected, for there is about the same amount of lumber to carry and nothing particularly to decrease the demand. One great trouble is the amount of tonnage under construction. After a good year's business there is a rush for vessel property. At West Bay City Frank Wheeler is building twelve large vessels, and James Davidson has five on the stocks with another started. At Buffalo there are three large boats under construction, and they are also building at Cleveland, Detroit, Wyandotte, and all along the St. Clair river. If the new vessels under construction could be ready at the opening of navigation they could carry all the surplus of grain east in one trip. The Cleveland vessel owners purpose delaying the opening of the season until May 1st, but they can not do so. They have attempted that before and they have signally failed. There is no such move contemplated by Chicago owners. That it would be a good thing he did not question, but said that the vessel owners are not well enough organized for it. It is like union workmen striking when there are non-union men enough to do the work. It begins to look as if there is to be a revolution in marine business. By that he meant that it is likely to be controlled to a great extent by corporations such as iron ore interests, railroad companies, etc., who will build their own vessels and run them. While the outlook is dark there is a chance for an average business.

TONAWANDA.

Special to the Marine Record.

A. B. Williams is building for George Jones a tug, 56 feet over all, 13 feet beam, 6 feet 6 inches depth of hold. Engine 14x15 which is being built by Donaldson and Whitman of Buffalo, and boiler 5x11 by John Maher, boiler maker of this port. She will be used for towing at this port, and will take the place of the tug J. J. Evans, which has been sold.

Captain T. McDermot is giving the schooner

Atwater an extensive rebuild, comprising new frames forward, all new ceiling, new bilge and assistant keelsons, part new deck frames and decks, and refastening and recaulking.

Captain John Cramer, formerly of the fine schooner S. V. R. Watson, is a little under the weather and is forced to stay in the house considerably, having had an operation performed on him recently. The cause of the trouble was a hard kick received from a grain shipper at Sandusky, in October last.

Captain Adam Hartmans' tugs Wm. H. Gratwick, and A. H. Bellinger, will do their usual good work at Tonawanda next season.

C. Schwinger & Co's. supply store, will be found well stocked with the best of goods. When their marine friends come around next season, they will treat them well.

Geo. H. Kiblers' meat market, will have a supply of excellent meats, to present to his old marine friends, and as many new ones as will give him a call at the opening, and during the season of navigation. WILLIAMS.

BUFFALO.

Special to the Marine Record.

W. W. Tyler and others have bought from Smith, Davis & Co., the steambarge H. D. Coffinberry for \$40,000. She is to tow the barges Uranus and Planet.

Captains John Kelderhouse and Thomas Maytham who, with their wives, have been having a very extensive and enjoyable two months trip in and around California, returned to Buffalo on Sunday.

The men at the shipyards here are all at work, and the much talked of strike will not take place as the majority of the men are in favor of working along as usual.

Captain Frank Root, formerly of the steamship Fred Mercer, will have command of the steamship City of Rome the coming season. Captain James J. Carr will command her consort the Newcomb.

Captain J. J. H. Brown's fleet will be commanded as follows: Steambarge Araxes, Captain Henry Donaldson; American Giant, Captain James Gowdy; L. W. Drake, Captain Victor Bonnah.

The following list of captains is announced for W. W. Tyler's fleet: Propeller Nebraska, Captain Dan Coughlin; barge Planet, Captain John Mason; barge Uranus, Captain D. Galligan; barge Wenona, Captain John Carr. The propeller Saginaw Valley will be sailed by Captain Gillson unless he concludes to stay ashore this year. No master has been appointed for the Confinberry, lately added to the Tyler fleet. The Coffinberry will tow the Planet and Uranus, but no routes have been made up for any of the fleet and it is not known how the Wenona will tow.

Felthousen & Russell, 139 and 141 Main street, Buffalo, manufacturers of patent lens steamer and vessel lamps, head lights, pier lamps, anchor lamps, binacle lamps, vessel torches, wrought iron ranges, broilers, etc., are receiving a large number of orders for the coming season. They have for many years made it their earnest study to produce perfect colors in their signal lights and have succeeded in producing red and green lights which distance does not change and which cannot be excelled.

Very many signal lights are in use on steamers and vessels, the colors of which are either too light or too dark and many of them are neither red or green and cannot be distinguished at even a short distance. Those lights are manufactured by firms who care nothing whatever for vesselmen nor the inconvenience experienced by them, so long as they produce a cheap lamp, and we would advise all purchasers requiring lamps to be careful in selecting them and see that they get those with the most perfect colors. Poor articles can be purchased cheap but always prove the most expensive in the end and often turn out worthless.

Good signal lights are among the most necessary requirements on board ship and the very many excellent testimonials which have been received by Felthousen & Russell during many years past go to prove that their

patent fluted lens signal lamps are the best in use.

Their wrought iron ranges and broilers are in use on a large number of steamers and the stewards using them claim that there are no better in the market.

Captains Thomas Collins and Angus McDougal have become partners in the vessel agency business at this port under the firm name of Collins & McDougal, with their office at No. 60 Main street. They are men of large experience and should do well together and we wish them every success.

WILLIAMS.

ASHTABULA.

Special to the Marine Record.

The steambarges Havana, Sparta, and Vienna, are all receiving repairs to boilers in a small way. The David Rust, Clint, and Butts have all been over-hauled this winter. The Messrs. Ford and Richardson have bought the barge Genoa, the consideration being \$10,000. The Pennsylvania company are sending out each day one hundred and twenty five, to two hundred cars of ore; if they could get cars, they would send each day two hundred cars. The Lake Shore are sending out sixty cars of ore; at this rate our docks will be well cleaned up by the opening of navigation.

For the benefit of vessel owners and captains, I will give you the amount being expended, and to be expended during this winter and spring: Pennsylvania R. R. Co., \$60,000 for hoist and dock machines. Lake Shore R. R. Co., \$75,000 for docks and hoist machines, and other improvements on docks. Ashtabula City, \$40,000; for widening the river. Ashtabula County, \$35,000; for swing bridge. Total, \$210,000.

The name of the new firm to come here to handle ore and coal, is Pickands, Mather & Co., of Cleveland. Mr. Ed Henry is to superintend their docks. We shall welcome him, as he made many friends here when in the employ of Andrews Hitchcock, & Co., some years ago. X.

MT. CLEMENS.

Special to the Marine Record.

The work on the new barge owned by the Tonawanda barge line, is progressing very fast; she is all in frame, and all ready begun to plank. The force of men working on her, and doing minor repairs for the same company, is about sixty five men in all. Mr. Joseph Lonsbay and Son, one of our lumber dealers here, and lengthened their dock 60 ft. for the accommodation of the lumber yard. Mr. Lonsbay and Son purchased the steambarge Sakie Shepard last September, from parties in Detroit, Mich., for \$7,000. She is to run here for their own accommodation in the lumber trade. Captain Kelley, who sailed her last year, will sail her this season.

Captain John Distrois will command the steambarge Atlantic, and Mador Trombley will go as mate. The steambarge Ida, will be commanded by Captain John Tucker, mate William Jack; steambarge City of Mt. Clemens, Captain Gilbert Lacroix, mate Clem Dubois; steambarge J. S. Ruby, Captain John Ruby, mate Lewis Peltier.

Names of masters and mates to sail this season. Steambarge Weston, H. Hyde, master, W. Hyde, mate, W. Ornsby, chief engineer. Barge Eleanor, W. S. Tucker, master, Jas. O. Robinson, mate. Barge Jennette, F. Duby, master, T. Duby, mate. Steambarge Canestee, R. Miller, master, C. Woodgrift, mate, C. Lewis, engineer. Barge Elvina, P. Peltin, master, Geo. Wilson, mate. Barge Fulton, F. Laforge, master, M. Laforge, mate. Barge Eugene Vesta, Jas. Trombley, master, E. Trombley, mate. L.

PORT HURON.

Special to the Marine Record.

The barge Crastwaite went into Dunford & Alverson's dock to receive extensive repairs. Captain Watson is on deck to look after the work.

The Norway is next to be put in the Wolverine drydock for a good overhauling if not sold before.

Some of the captains have begun to fit out their boats a little too early.

ADDRESS OF THE PRESIDENT OF THE LAKE CARRIERS' ASSOCIATION.

To the Members of the Lake Carriers' Association:

GENTLEMEN—I submit herewith, on behalf of your board of managers, the usual annual report of work accomplished.

The Lake Carriers' Association begins its fourth year with a creditable record for the past, and with good prospects for the future. We have gained daily in strength and influence, and the value of the association and its work is no longer questioned. Our membership has increased somewhat through the year, and we are now able to authoritatively express, even on disputed topics, the prevailing sentiments of our lake vessel owners. We have members at Bay City, Buffalo, Chicago, Cleveland, Detroit, Duluth, East Saginaw, Erie, Grand Haven, Kenosha, Marine City, Ogdensburg, Oswego, Milwaukee, Mt. Clemens, St. Clair, Racine, and Toledo, and at most of these ports we include all the more important owners. I am sorry that we do not also include all the owners of single vessels.

PLACE OF ANNUAL MEETING.

In my last annual address I said that I thought it might be well to so amend the constitution that the annual meeting should be held, by vote of the board, at Cleveland, Detroit, Milwaukee, Chicago, etc., as might at the time seem desirable. An amendment to this effect was offered by Mr. Eber Ward at our meeting March 9, 1887, and was adopted at the meeting of March 29. It provides that the annual meeting shall be held sometime between the first of December and the first of May, in each year, at such a date and port as the board of managers may consider advisable. In accordance with this amendment the board decided that this year's meeting should be held in Detroit.

As regards the time of meeting, I think a date nearer the close of navigation would afford a more satisfactory attendance of managers, and I would recommend to the incoming board to at once appoint a place for the next meeting, and to fix the date for the first week in January.

STEERING REGULATIONS.

At the first meeting of the present board of managers, March 9, 1887, the subject of the steering regulations for steam vessels was taken up. The United States board of supervising inspectors of steam vessels, at their annual Washington meeting in January, 1887, passed an order requiring all steamers on the lakes and seaboard to have their wheel chains so rove that when the wheel was put to port the vessel's head should go to starboard, and when the wheel was put to starboard the vessel's head should go to port. This order, changing without notice the steering gear on a large number of steamers, caused great dissatisfaction. At our meeting March 17, at which the supervising inspector for the Buffalo district was present, Captain W. P. Henry was made a committee of one to investigate and report. His report, submitted in writing March 29, stated that the order was in opposition to the uniform practice on United States government vessels of every description, on ocean and coastwise steamers and sail vessels, on sail vessels on the great lakes, and on a large proportion of the lake steamers; that it was practically impossible for sail vessels to steer other than at present, and that it was very desirable, owing to the constant interchange of mates and wheelmen, that steam and sail vessels should steer alike. He recommended that the order be either suspended or reversed. A number of letters from other managers were read, endorsing Captain Henry's views, and, on motion of Mr. E. T. Evans, resolutions [Appendix A] were passed, advising the abrogation of the rule, and urging also that no such changes should be hereafter ordered without giving at least one year's notice, and an opportunity for a hearing from the vessel interests. Copies of the resolutions were sent to the supervising inspector general, and to the secretary of the treasury, and replies from both were received to the effect that all penalties under the rule would be waived for the season of 1887. This result was materially assisted by the personal work at Washington of Mr. H. M. Hanna, one of the managers of the Lake Carriers' Association, and president of the Cleveland Vessel Owners' Association.

The subject came up again in November, with reference to what action it was desirable that the supervising inspectors should take at their coming meeting in January, 1888. There was a strong feeling that uniformity in steering should be required, but such difference of opinion as to which method of steering was preferable that the board finally ordered a formal ballot of the members by mail, each member to have the constitutional one vote for each 100 tons of vessel property owned or represented by him. The questions submitted, with the results reached, were as follows:

Do you think it desirable that the United States should require uniformity in the steering of steam vessels? [Yes, 1,487; No, 263.] If uniformity is to be required, do you think that all steam vessels should be made to steer in the so-called "steamer method" of the lakes, with crossed chains, or such that when the wheel is put to starboard the steamer's head will go to port, in accordance with the suspended treasury order of last winter? [Yes, 507; No, 1,262.]

Or, that all should be required to steer in the manner of sail vessels, so that when the wheel is put to starboard the vessel's head will also go to starboard? [Yes, 1,262; No, 507.]

In accordance with this vote a letter was sent to the supervising inspector general [Appendix B], urging that the requirement of uniformity in steering be renewed, but that all vessels should be required to steer with straight chains, or such that when the wheel was put to starboard the steamer's head should also go to starboard. This request the supervising inspectors did not see fit to grant. They simply rescinded their order of a year ago, and left the mode of steering entirely optional.

SAULT STE. MARIE CONVENTION.

In March, 1887, two letters were received from Mr. Wm. F. Phelps, secretary of the Duluth chamber of commerce, the first asking this association to join in a convention at Sault Ste Marie in July; the second asking a conference with vessel men at Detroit at once, for the same general purpose, namely to discuss the adequacy of the proposed new lock and improvements at the Sault, and the best means of securing appropriations sufficient for their speedy completion. Mr. Phelps was assured that these were matters in which we took a most active interest, and that we should be glad to cooperate with him in every way possible. A meeting was arranged at Detroit April 19, General O. M. Poe being present, and a valuable preliminary discussion was held. The formal convention took place at Sault Ste Marie July 20. The call for the convention was signed by boards of trade and other important commercial organizations from Duluth, St. Paul, Minneapolis, Chicago, Detroit, Cleveland, Buffalo, Philadelphia, New York, Boston, Portland, etc., each body signing being allowed to send five delegates. The call was signed also by this association, acting in unison with the Duluth chamber. Free transportation to the Sault and back was obtained by us for the delegates, and for eight months our secretary was in almost constant communication with Mr. Phelps, arranging the preliminaries for the meeting and publishing its results. It was at our instance that the Hon. J. M. Farquhar attended the convention, and through our influence also delegates from Philadelphia and other eastern cities were present. The meeting was a great success, and did valuable work toward directing the attention of the country and of congress to the urgent necessity for speedy and liberal appropriations, to avoid seriously crippling the important and rapidly growing commerce of the great northwest. The major portion of the expense of printing in pamphlet form the doings of the convention was borne by this association.

As a result of this convention bills have been introduced in the senate by Mr. Palmer, and in the house by Mr. Farquhar, calling for an appropriation of \$4,740,000 for the Sault Ste Marie lock and approaches, and \$2,200,000 for the improvement of Hay Lake channel. The merits of the case have been ably presented to a sub-committee of the senate committee on commerce and a favorable impression apparently made. The facts, indeed, speak for themselves if attention can only be gained for them. General O. M. Poe, in a special report to the chief of engineers, under date December 17, 1887, says that should the 1887 rate of increase be continued for two more years, the estimated ultimate capacity of the present lock will have been reached.

CHICAGO BRIDGES.

On the 2d of June, understanding that it was seriously proposed by the common council of Chicago to keep the bridges over the Chicago river closed continuously from 6 a. m. to midnight of each day, we telegraphed Mr. Ira H. Owen, our vice president at Chicago, suggesting the advisability of calling a meeting there of our board of managers. June 4, a committee headed by Captain Owen interviewed the mayor, and at a largely attended meeting held that afternoon it was thought best that our board should be asked to meet. A meeting was accordingly called for June 9, at 3 p. m., in the arbitration room of the Chicago board of trade. Resolutions [Appendix C] were passed, and the meeting proved of great value in assuring our Chicago members and the general public of the active support of the general vessel interests around the lakes. At the close of our meeting Mr. W. M. Egan was made chairman of a special committee to report our resolutions to a general meeting

of the lumber, coal, elevator, iron, real estate, and other interests, which meeting immediately followed our own. As the merits of the case became more evident the project to close the bridges was dropped. A letter on the subject was sent by me June 4, on behalf of our board, to the mayor of Chicago, to which he replied courteously and at length. In a subsequent letter, June 23, we offered to subscribe, if desired, \$500 for the best mode of remedying the Chicago bridge evil.

NAVAL RESERVE.

In December the subject of a naval reserve, as recommended by the secretary of the navy in his annual report, was brought to the attention of your board. The plan is that the government shall designate certain merchant vessels, on the great lakes and elsewhere, fitted for use by the government in time of need, not as ships-of-war, but as cruisers or transports, these vessels to be regularly enrolled on the government list, and to be purchasable by the government at a fixed amount in time of war, or available for temporary use at a fixed sum per month; the owner of the vessel to receive annual compensation so long as she remains on the government rolls. Artillery and ammunition for each vessel would be kept constantly on hand, on shore. The equipping force would consist of a naval, an artillery, and a torpedo corps; the first made up of such of the present crews as could pass the necessary government examinations; the second and third of volunteers from the office forces, or any engaged in maritime or kindred occupations. The different corps would be under regular commission from the president, and would be drilled, under full pay, for two weeks or a month in each year, during the winter season. The plan would give us a very slight expense all the advantages of a large standing navy, and would be especially valuable to the personnel of our lake service in tending to raise the grade of seamanship, through the competition for the dignities and emoluments of commissioned office in the reserve. At our meeting December 22 resolutions [Appendix D] were unanimously passed, approving the general scheme.

LIBEL LAWS.

The annual address of Mr. A. C. Cheney, president national board of steam navigation, in New York, October 4, 1887, referred to the present vessel libel laws, and the desirability of their improvement. "As it now stands," to quote Mr. Cheney, "any person, for a paltry claim of \$10, can place the United States marshal in possession of one of our large passenger steamers at 8 o'clock on Saturday, as she has her passengers on board ready to leave, and there are no lawful means by which she can be released until Monday noon. And the only security for damages the libellant is required to give is to swear he is worth \$250, and sign a bond for that amount. You have no right to examine him as to his responsibility, and you have no notice until the United States marshal walks aboard." This being a subject which had already informally occupied the attention of our board, the secretary was instructed November 7 to write to Mr. Cheney asking what steps, if any, they had taken in the matter, and in what way we could cooperate with them toward securing some improvement. As a result of this correspondence we received, in December, drafts of two bills framed for the New York association, one intended to enable a vessel to file a general bond, in advance of any claim that might be made, to be replaced by special bond, in present form, as occasion should demand; the other to apply to vessels the theory of the mechanics' lien law, the liens to follow the vessel, and to take precedence in order as filed at the custom house where the vessel is registered. Both bills aimed to give us great security for the collection of claims.

[Continued on 5th Page.]

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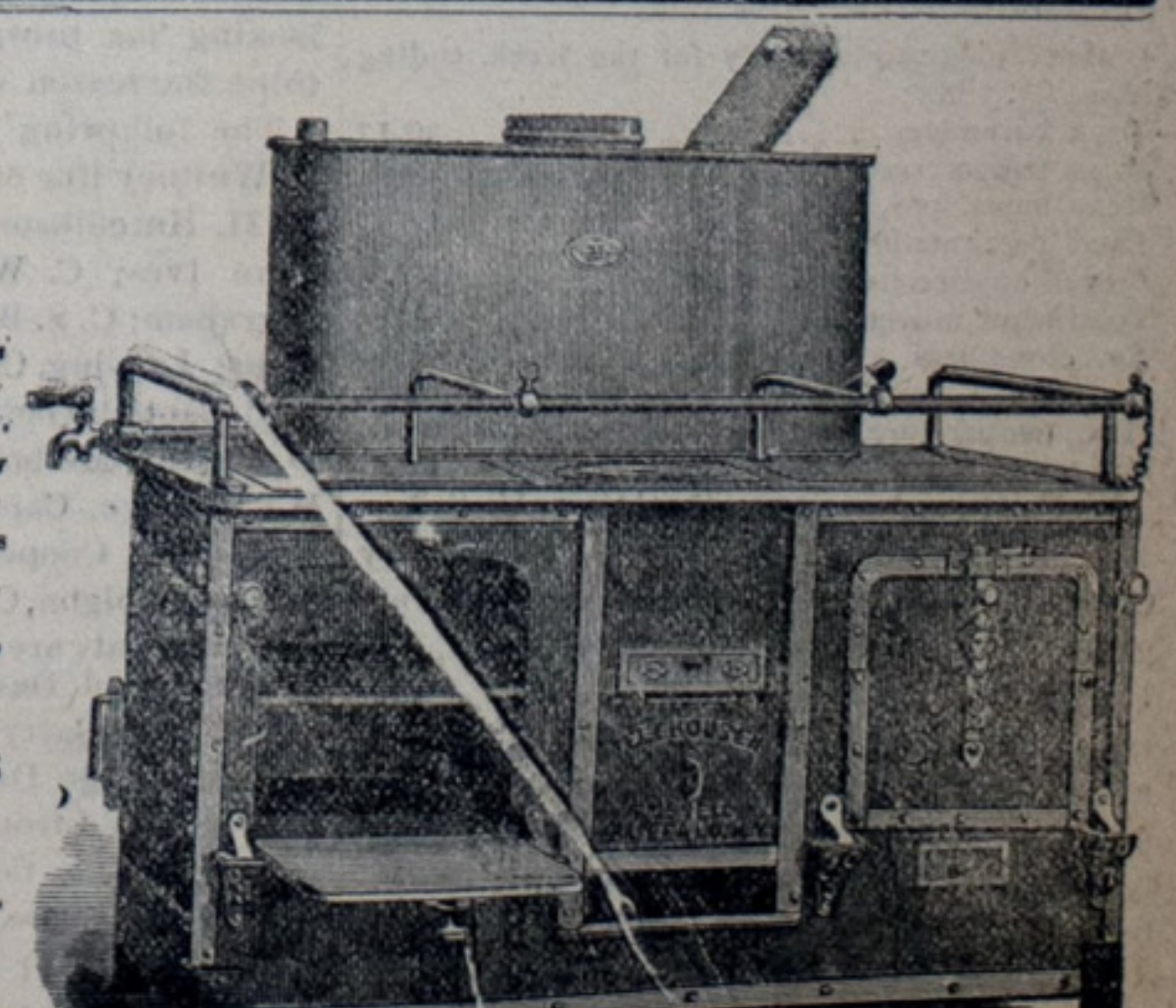
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CATARRH CURED.

A clergyman, after years of suffering from that loathsome disease, Catarrh, and vainly trying every known remedy, at last found a prescription which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self-addressed stamped envelope to Professor J. A. Lawrence, 212 East 9th St., New York, will receive the recipe free of charge.

CLEVELAND LIKE NEW YORK!

Jos. L. Kohn, practical tailor and cutter, conducting the Merchant Tailoring Department of Kohn & Co., 213 Detroit st., two doors from corner of Pearl, is introducing a new feature, namely: To take measures and make to order in the noblest style according to monthly new fashion plates, Gent's, first class Dress Suits, Business Suits, Evening Suits, single Pants and Vests for the same price as is charged for ready-made clothing store garments. Doing his own cutting and measuring, (which alone saves \$30 per week) paying no extra Rent, nor for fuel, etc., is able to enable him to save every cent. These additional taxes, usually charged in high-toned merchant tailor shops. He employs none but first-class tailors, guarantees perfect fit or garments will not be delivered and others made instead to the taste of the customer. KOHN & CO.

Propeller Wheels.

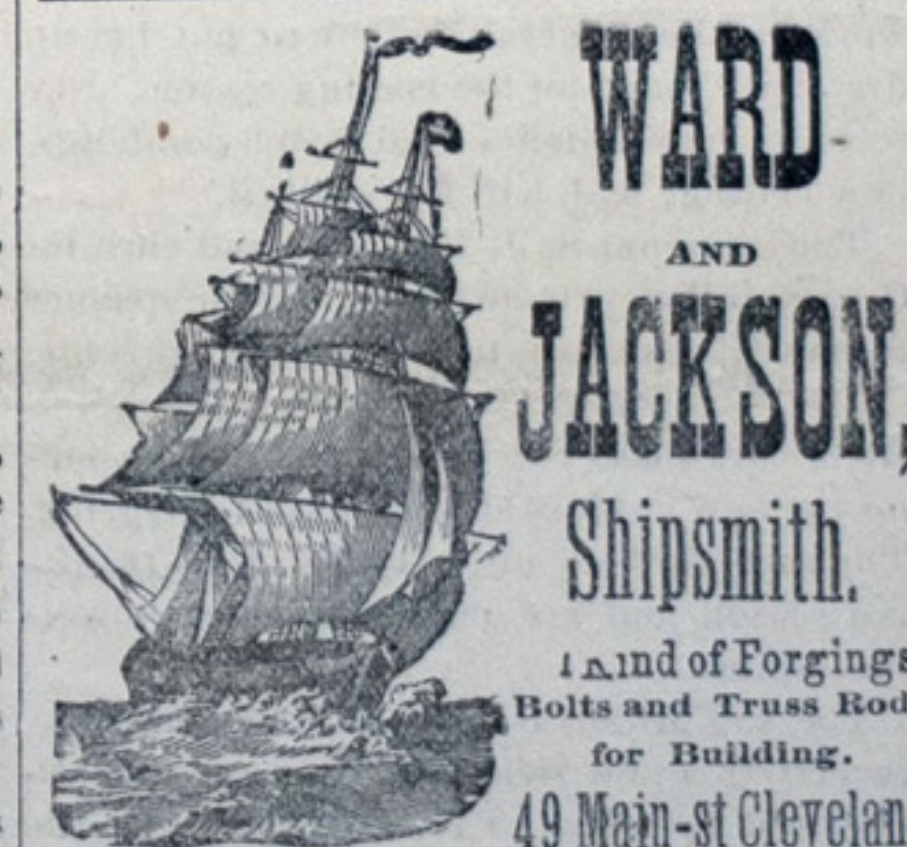
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FIRST-CLASS in every respect. Nearly new. Capacity 400,000 feet lumber, 650 tons of ore, 700 tons of coal. 25,000 bushels of grain, and in addition the best tonnage on the lakes and the most economical of fuel. Present owners no further use for her. Address LUMBER, care of Lowry, S. W. Div. P. O., Chicago, Ill.

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FOR SALE.

TUG S. J. CHRISTIAN—Dimensions, 18 br 26, at lowed 110 lbs of steam, class A2, depth 7 to 8 feet of water, and is in first class condition. Valuation \$7,000. Will sell her for \$6,000. For further information inquire of owner, CAPTAIN M. ENRIGHT, 345 Ontario Street, Toledo, Ohio.

FOR SALE.

SCHOONER JOHN M. HUTCHINSON—Built by Quayle & Martin. Capacity, 1,900 to 2,000 tons. Inquire of FRANK PERREW, Buffalo, N. Y.

FOR SALE.

SEVERAL steam and d tow barges, schooners and tugs; also, three second-hand propeller engines and boilers. Address J. M. JONES, 52 Griswold St., Detroit, Mich.

HARBOR TUG FOR SALE.

THE TUG MYRTLE, of Sandusky, Ohio, for sale cheap. Is in first-class condition. For particulars write to FRED GROCH, Sandusky, O.

FOR SALE.

TWO MARINE BOILERS—7½ feet diameter 17 feet long, allowed 90 lbs. of steam. R. K. WINSLOW, Cleveland, O.

FOR SALE.

PROPELLER TOLEDO—About 700 tons capacity. Apply to EBER WARD, 51 Griswold Street, Detroit, Mich.

FOR SALE.

SCHOONER CITY OF SHEBOYGAN—Rebuilt last fall. Entire new outfit of masts, rigging and cabin furniture. For further particulars address F. HEROLD & SONS, 160 W. Erie St., Chicago, Ill.

TUGS FOR SALE.

TUG WM. E. HOONEY—12 by 12, 100 lbs. of steam, draws 5 feet 4 inches. SYRACUSE—12 by 12, 100 lbs. of steam, draws 6 feet. For further information inquire of SULLIVAN & HUBBARD, Toledo, O.

FOR SALE.

THE powerful tug J. W. Bennett. Length over all 95 feet, breadth 17 feet, depth of hold 9½ ft., draws 9 feet of water. Engine 22 by 24. For prices and information address SANDUSKY STEAMBOAT & FISHING CO., Sandusky, Ohio.

FOR SALE.

THE TUG CAL DAVIS—Over all 65 feet, beam 14 feet, depth of hold 6½ feet, draws 7 feet of water. Has boiler allowed 90 pounds of steam, outboard shaft (no engine.) All in good condition. Price, \$1,500. For further information address HENRY LAY & CO., Sandusky, Ohio.

FOR SALE.

THE SCHOONER VENTURE—Length 50 feet, breadth 15 feet, depth of hold 4 feet, capacity 45 tons; built in 1882. Address WM. FARAGHER, 38 West 11th St., Buffalo, N. Y.

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IN EXCHANGE for improved Buffalo city property three fourths of a mile from Clay Hall, West Side. Fine dwelling houses that always rent. Address, M. BROS., 22 Root St., Buffalo, N. Y.

FOR SALE.

THE SCHOONER E. M. STANTON—Capacity, 1800 M. or 5,000 cedar ties. Sails and outfit in good condition. Extensive repairs in 1880. Price, \$2,500 cash. Address E. JOHNSON, 335 Dayton St., Toledo, O., Ill.

FOR SALE.

FOR SALE, and must be sold quick—Too many partners. Propeller Benton, A2. Average load, 300M. \$22,000. Barge Midnight, A2. Average load 385M. \$8,000. Barge Regulus, B2. Average load, \$6,000. Terms to suit purchasers if parties agree. For further particulars, address N. D. FISHER, Cleveland, O., K. J. YANCEY, Bay City, Mich.

FOR SALE.

TUG ANNIE ROBERTSON—Length 51 feet, beam 13 feet 6 inches, depth 6 feet, engine 14 inches square, and new steel boiler last August, allowed 125 lbs of steam. For further information inquire of LAY BROS., Sandusky, Ohio.

FOR SALE, the passenger steamer M. E. MINTER, 13 tons net, 60 feet long over all, 18½ feet beam, 4 feet depth of hold. Engine 10x12, Scotch type boiler 4½x3. She is fully equipped for the passenger business. Terms, \$2,000. Address CAPTAIN RICHARD CONNELL, Muskegon, Mich.

FOR SALE.

SCHOONER VERNIE M. BLAKE—For sale cheap. Capacity 60 tons; dimensions, keel 35 feet, beam 19 feet 6 inches, depth of hold 5 feet 6 inches. Address 22 Territt street, Cleveland, O.

FOR SALE.

THE Steamers Russell Sage, John C. Gault, and A. L. Hopkins, all in first-class condition and rate. For full particulars address A. W. COLTON, Manager, Toledo, O.

FOR SALE.

THE FINE IRON TUG M. D. CARRINGTON—Length of keel 67 feet, breadth of beam 16 feet, depth 8 feet 8 inches. High pressure engine 20 inches diameter, 23 inches stroke; boiler 14 feet long, 6 feet 8 inches diameter. She is in excellent condition. For further particulars apply to A. R. ULLIE, 372 Atwater Street, Detroit.

FOR SALE.

TWO STEAM FERRY BOATS—Will carry fifty passengers each; also, good-will and dock privileges. These ferry boats are operated on a ferry line that will clear \$1,500 a year. A party interested is not a practical marine man and is engaged in other business, offers for sale entire business or will sell one-third interest to capable party to take full charge of same. Price, \$3,900. \$2,000 cash; balance on time. Write for particulars. Address MARINE RECORD, Cleveland, O.

FOR SALE.

BARGE COY. BRACKET—She carries 260 M feet of lumber, 420 tons of coal. Had \$900 worth of repairs last season. Fit out good. Price \$1,600. Mention this paper. ED. J. KENDALL, Port Huron.

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H. J. WEBB & CO.,
Ship Brokers, Vessel Owners and Agents.
[ESTABLISHED IN 1856.]
H. J. Webb & Co., will charter Vessels for Lake Trade special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.
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Room 27. Cleveland, Ohio.
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WARNER & BECKER,
Vessel Agents and Brokers,
ROOM 10,
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BROWN & CO.,
Ship Brokers and Agents.
Special Attention given to Surveying, Appraising and Settling Marine Losses.
Exchange Building, 202 Main-st., Buffalo, N. Y.

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VESSEL AGENT AND BROKER,
Duluth.

Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docking, depth of water, etc., at Duluth, Agate Bay (new iron ore port), Port Arthur, Washburn, Ashland, and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

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New Bank Building, corner of Superior and Bank Street, Cleveland, Ohio.

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Ship Brokers and Agents,
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I have an excellent gang of Trimmers this season, Captain Miller's old Crew.
Special Attention Paid to Chartering Vessels, and seeing that they get dispatch in Port.
CORRESPONDENCE SOLICITED.

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MANAGING OWNER
Wilson's Transit Line.
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**MARINE AND STATIONARY ENGINES
AND BOILERS,**
Of Every Style and Size,
PROPELLER WHEELS and Heavy Castings
A Specialty. Send for Circular and Prices.

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THE CLEVELAND SHIP-BUILDING COMPANY,

Detroit and Center Streets, Cleveland, Ohio,

IRON SHIPS, Marine and Stationary ENGINES AND BOILERS,

Blowing Engines and Steam Hammers,
AND MILL GEARING AND CASTINGS.
Repairing and Jobbing Solicited. Office on Viaduct.

We take pleasure in announcing that we have purchased the property, business and good-will of the Cuyahoga Steam Furnace Company, and will add to these works, so long and favorably known, a first-class Iron Ship-building Department, with sufficient room and all modern facilities for building two large vessels at the same time, and a Boiler Shop with most approved tools for large work, including Tweddell's Hydraulic Plant for flanging, riveting, etc.

We have associated with us Messrs. H. D. Coffinberry and Robert Wallace, late of the Globe Ship-building Co., and the Globe Iron Works, and Wm. M. Fitch, late of the Winslow Line of Steamers. We have made the following appointments: Mr. O. N. Steele, Assistant Superintendent; Mr. Thomas W. Bristow, late foreman of Wyandotte Ship Yard, Superintendent of Ship Yard; Mr. Quincy Miller, Superintendent of Boiler Shop; Mr. John Stoney, Superintendent of Foundry, and Mr. Jas. C. Wallace, Draughtsman.

We purpose building Iron and Steel Vessels of all descriptions, Marine and Stationary Engines and Boilers, Blowing Engines, Steam Helve Hammers and such other work as our large assortment of patterns eminently qualify us to build, at a minimum price.

Your patronage is solicited, and we trust that the excellence of our work, with fair dealing and strict attention to business, will secure its continuance.

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Reports of Passing Vessels a Specialty.
Messages Delivered to Passing Vessels Day or Night, Weather Permitting.
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SEVENTEEN YEARS EXPERIENCE
The Patronage of the Marine Public Respectfully Requested—Charges Reasonable.
F. J. STIMPSON, MACKINAW CITY MICH.

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Special Attention Given to Vessel Supplies.
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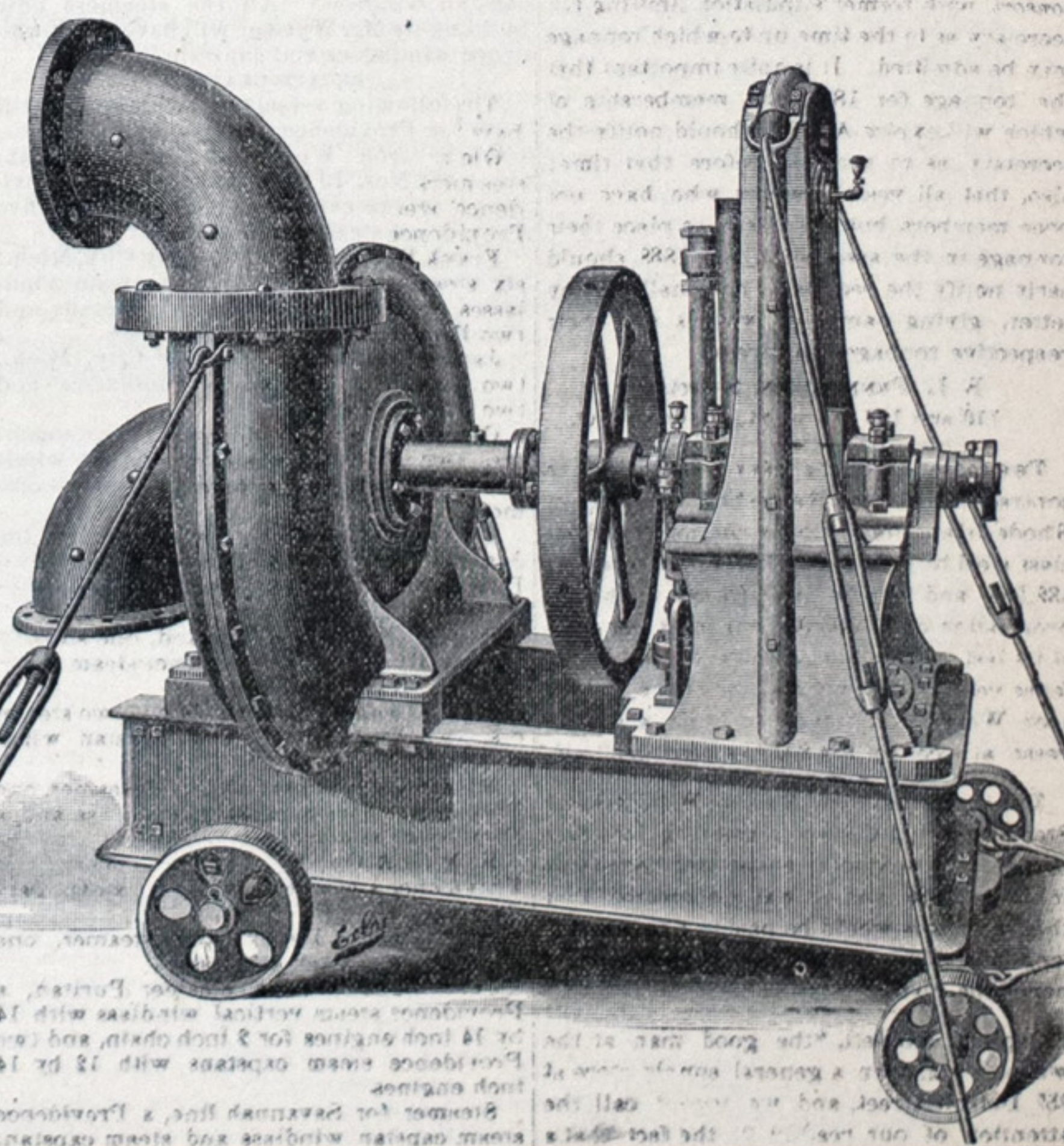
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CENTRIFUGAL PUMPING MACHINERY.

Manufacturers
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Full Line Always on
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CANVAS OIL BAGS
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Grocers, Bakers and Ship Supplies.
Fresh & Salt Meat of all Kind.
30 & 32 River-st., opposite Detroit Steamboat
Landing, and 154 Broadway. Telephone 112.

AN IRON MINE FOR SALE.
This mine is on the shores of Lake Huron, close to a good harbor. First-class ore, assayed 30 per cent pure iron. This ore is sold by experts to be much better than Lake Superior iron ore and the only ore of its kind so far discovered on this continent, capable of making Bessemer steel. Will sell outright, on shares or a royalty. Specimens of ore furnished and inspection of mine solicited.
Also, two silver mines on Lake Superior, close to a good harbor. Specimens furnished. Apply to
MARINE RECORD, Cleveland, Ohio.

Marine Record.

Published Every Thursday at 144 Superior Street, (Leader Building) Cleveland, O.

A. A. POMEROY, EDITOR AND PROP.

BRANCH OFFICE:
252 South Water Street, Chicago, Illinois.
THOMAS WILLIAMS, Associate Editor.

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Evans & Van Epps, Superior street, Cleveland.
R. A. Castner, 254 Detroit street, Cleveland.
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CHICAGO, ILL.—Joseph Gray, 9 West Randolph Street.

CHICAGO, ILL.—H. B. Hansen, 33 West Randolph Street.

BUFFALO, N. Y.—Miss McCabe, Elk Street, near Ohio.

DULUTH, MINN.—C. F. Johnson, 323 West Superior Street.

MARQUETTE, MICH.—J. A. Vannier.

ESCANABA, MICH.—Wm. Godley.

ESCANABA, MICH.—George Preston.

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OWEN SOUND, ONT.—J. Sharpe, Jr.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class matter.

CLEVELAND, O., THURSDAY, MARCH 8.

CLEVELAND VESSEL OWNERS' ASSN

ORGANIZED IN 1880.

[Membership, 1887].....67,865 tons.

Ninety-five sail and consort, aggregating 60,089 tons.

Maintains shipping offices at Cleveland and Ashtabula Harbor. Regulates wages, protects crews, and takes cognizance of all matters in the interest of its members and of the Lake Commerce generally.

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SHIPPING MASTERS.

A. R. Rumsey, 28 dock, Cleveland; Fred Bennet, assistant, 28 dock, Cleveland; Wm. Reunick, Ashtabula Harbor.

MARINE RECORD—OFFICIAL PAPER.

NOTICE TO VESSEL OWNERS.

By resolution of Cleveland Vessel Owners' Association, February 2, 1888, the assessment on the tonnage for 1888, custom house register was levied the same as for 1887, viz: 3c per ton on steam and 4c on sail and consort, with former stipulation limiting the secretary as to the time up to which tonnage may be admitted. It is quite important that the tonnage for 1887 the membership of which will expire April 1, should notify the secretary as to renewal before that time; also, that all vessel owners who have not been members, but who desire to place their tonnage in the association for 1888, should early notify the secretary, personally or by letter, giving names of vessels and their respective tonnage. Address,

B. L. PENNINGTON, Secretary.
110 and 112 Water St., Cleveland, O.

The secretary of the navy has decided to contract with the Herreshoff company of Rhode Island for the construction of a first-class steel torpedo boat. The vessel is to cost \$32,750, and is to be paid for out of the appropriation of \$2,000,000, made by congress at its last session for coast and harbor defense vessels. The proposition of the Vulcan Iron Works of Chicago to build a similar vessel at a cost of \$84,800 has been declined.

The creditors of the Manton Windlass and Steam Steering Co. are clamoring for their money. This concern suspended operations in July, 1886, and it was understood that their creditors would be paid in a reasonable length of time. This has not been done, hence the clamor.

Captain Bartlett, "the good man at the wheel," will open a general supply store at 237 Detroit street, and we would call the attention of our readers to the fact that a capital wheelsman is able to make a first-class and chock-tail-of-integrity kind of a store keeper.

Cleveland vessel owners have signed an agreement to hold back their tonnage till the first of May.

NEW PROVIDENCE WINDLASSES.

We are pleased to note the astonishing rapidity with which the American Ship Windlass Co.'s steam windlasses and capstans are coming into universal favor among our lake marine and ocean service, their books show, that with very rare exceptions, every vessel building on fresh and salt water are to be provided with one or both of these time and labor saving devices. We can safely say that fifteen out of every sixteen boats under contract and construction have ordered one of these valuable machines. During the past year they have been greatly improved upon, and are to-day the most perfect working thing of the kind ever offered to the marine public. For several reasons they have a visible advantage over any other capstan or windlass manufactured. First its simplicity, which enables even those who are not familiar with complicated machinery, to set these machines up and handle them successfully. Second, the engine and machinery are connected to the same deck plate, which prevents it from getting out of line, greatly lessening the friction. Third, its patent lubricating facility, which prevents additional friction and wear. Fourth, its counter balance, on the cranks, which lessens the liability of breaking down by sudden jerks, and its simple and valuable reversing motion for reversing the windlass in case the lines jam; another important advantage it possesses over all competition is in case any part of the worm gearing becomes worn out or damaged it can be replaced without taking the windlass off the ship or forcing it apart.

The following is a list of recent orders taken by the American Ship Windlass Co. since their last report:

Dunham, Carrigan & Co., New York, a Providence capstan windlass with T. J. Southard's messenger chain arrangement.

Neale & Levy, Philadelphia, a Providence steam capstan windlass and Providence steam capstan.

Yacht building by A. D. Story for Mr. E. A. Seccomb, a Providence yacht capstan windlass.

Yacht building by Wm. B. Smith, Boston, a Providence yacht pump brake windlass with Emery & Cheney chain stoppers.

James E. Smith, Nyack, N. Y., a Providence pump brake windlass.

Wm. Cramp & Sons Co., a Providence steam capstan windlass and a Providence steam capstan.

Steamer Caroline Miller, a Providence pump brake windlass with messenger chain attachment.

Yacht building by Harland & Hollingsworth Co., for Mr. A. C. Canfield, a Providence pump brake yacht windlass with Emery & Cheney chain stopper.

John Craig and Son, Trenton, Mich., two Providence steam capstan windlasses and steam capstans.

Steamer Kasota, Thomas Wilson, Cleveland, O., a Providence steam capstan windlass with Wilson's patent drum attachment.

James Davidson, West Bay City, Mich., two Providence capstan windlasses.

Detroit Drydock Co., one Providence steam capstan windlass and two Providence steam capstans for steamer building for D. & C. Steam Navigation Co. Steamers Nos. 79, 84, 86, 87, and 89, are provided with the Providence windlasses.

Schooner building by Thos. Quayle's Sons for James Ash, a Providence steam capstan windlass.

Steamer Montana, Western Transportation Co., Buffalo, a Providence capstan windlass, to replace a Coffin & Woodward windlass.

Steamer building for Messrs. Rhodes, Moore & Bartow, a Providence steam capstan windlass and steam capstan.

Steamers Nos. 40 and 42 building by F. W. Wheeler, West Bay City, each a Providence capstan windlass. All the steamers now building by Mr. Wheeler will have the Providence windlasses and capstans.

RECAPITULATION.

The following vessels, before reported will have the Providence windlass, etc.:

Globe Iron Works Co., Cleveland, O., steamers Nos. 19 to 23 inclusive, five Providence steam capstan windlasses and five Providence steam capstans.

Frank W. Wheeler, West Bay City, Mich., six steamers, four Providence steam windlasses, two Providence steam capstans and two Providence capstan windlasses.

James Davidson, West Bay City, Mich., two steamers, two steam windlasses and two steam capstans.

Cleveland Shipbuilding Co., two steamers, two Providence steam capstan windlasses with Wilson's patent drum attachment.

Thos. Quayle's Sons, two steamers, for Jas. Ash and Frank Perew, Buffalo, two Providence steam windlasses and steam capstans.

Win. H. Radcliffe, Cleveland, one steamer for Captain Minch, a Providence steam windlass and steam capstan.

Simon Langell, St. Clair, Mich., two steamers, two Providence steam capstan windlasses.

Milwaukee Shipyard Co., one steamer, one Providence steam capstan windlass and a Providence steam capstan.

R. Mills & Co., Buffalo, one steamer, one Providence steam windlass and steam capstan.

John Oades, Detroit, one steamer, one Providence capstan windlass.

John Roach's Sons, steamer Puritan, a Providence steam vertical windlass with 14 by 14 inch engines for 2 inch chain, and two Providence steam capstans with 12 by 14 inch engines.

Steamer for Savannah line, a Providence steam capstan windlass and steam capstan.

Thames Towboat Co., New London, three barges, three Providence pump brake windlasses.

Gunboats Nos. 1 and 2, each a Providence steam capstan windlass of latest design.

Cruiser Baltimore, a Providence steam capstan windlass to handle four 2 inch chains with 15 by 14 inch engines.

[Around the Lakes Continued from 1st Page.]

The river is open as far down as Lambton, Ont.

Dan Runnels is at work with a big gang building the protection pier to Seventh street bridge.

The schooner Hattie Wells has been overhauled and is ready for a coat of paint as soon as weather will permit.

C. M. Green has contracted to paint fifteen boats out of the fleet laying up here.

No. 4.

The tug Geo. R. Hand is at the Wolverine Dry Dock, to receive an entire overhauling both in hull and machinery. Captain Hand of Buffalo is here in charge of the work.

S. B. Grummond having purchased the tug Christian, looks as if the captain was going to have his share of tugs; he has now a fine line.

Tugs Cherry and Spencer are now all ready for business, as soon as there is any to do.

C. M. Green, the popular boat painter, has begun to paint the boats. Charlie is a hustler, he has about nine out of every ten boats here to paint.

It has been some time since the Indians have had a pow wow, but in the warm spell they assembled at the school grounds on the reserve, and the chief called the meeting to order, then called on Sa-pop (Bill Curtis) the Songo qua, (harbor master in Sarnia Bay) for a report for the last month. Sa-pop arose and when he came to look for it he had left it on the scow Storm. He tried to make an explanation, but the chief would not hear to it. Sa-pop was suspended for ten days and three days to be spent in Algonac. Ka-get Ke-Botis, (Petit) was appointed to fill vacancy and by close figuring will down Sa-pop.

The schooner Rosa Sonnsmith has been repaired all O. K. after the collision with the steamer Minneapolis last fall at the Soo Canal.

J. J. C.

MONTAGUE.

Special to the Marine Record.

At the Montague Iron Works, Montague, Mich., they are building one fore and aft compound marine engine, 20x36x36x36 for Messrs. Davison and Holmes, and Captain John Lang of Chicago, Ill. For their new boat now being built by the Grand Haven ship building company, of Grand Haven, Mich. Also one 18x20 high pressure engine and one 6x11 ft. boiler, for Messrs. Rogers and Bird of Saugatuck, Mich., for their new passenger steamer being built by Captain R. T. Rodgers of that place. Also one 16x16 for A. E. Cartier of Ludington, Mich., for his new tug being built at Ludington, Mich., also other marine and stationary work too numerous to mention.

SHEBOYGAN.

Special to the Marine Record.

Reibod and Walters have contracted to build a steam barge 200 feet over-all, upon the completion of the barge now under construction.

SHOULD SIGNAL STATIONS BE DISCONTINUED?

To the Editor of the Marine Record:

MACKINAW CITY, MICH., March 5.

The signal offices at this place and Escanaba are to be removed March 30th. This is the result of the convention of the meteorological board, which was ordered by General Greely, owing to the failure of the appropriation bill, to provide for the renting of buildings.

The instruction to the board was to discontinue those stations, which would be of the least damage to the service. The question is, have they done so? Why not Alpena, Mich., discontinued, instead of this station? It is safe to say that there is not a station in Michigan, of more importance than this. There are from fifty to one hundred vessels pass within half a mile of this station, every twenty four hours during the season of navigation, and during the fall months, there are frequently as many as fifty steamers and vessels at anchor, in the harbor at one time, and their captains, all besieging the signal office for the lowest "indication."

The geographical situation of this station should make it equal to any in the state, for predictions and vessel men are well aware of its value to them. Of what value is the station at Alpena to the mariner? It is purely a local affair, and is not accessible to one vessel where this one is to a dozen. It is to the interest of vessel men, to see that this station is not abandoned. The deficiency is for rent for the fiscal year, ending July 1st, and if necessary the use of the building here will be given free until that time.

One of the members of the meteorological board, was in charge of this station nearly a year, and was well aware of its value to the lake marine, and had he not been prejudiced there would have been no order for its removal.

F. J.

LAKE CARRIERS' ASSOCIATION.

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROMOTE THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

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S. D. CALDWELL, President, Buffalo, N. Y.

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THOMAS WILSON, Vice President, Cleveland, O.

A. W. COLTON, Toledo, O.

JAMES MILLER, Vice President, Detroit, Mich.

KERR WARD, Bay City, Mich.

JAMES DAVIDSON, Chicago, Ill.

JOE AUSTRIAN, Chicago, Ill.

W. M. FOAN, Vice President, Chicago, Ill.

IRA H. OWEN, Milwaukee, Wis.

R. P. FITZGERALD, Milwaukee, Wis.

DAVID VANCE, Duluth, Minn.

ALEX. McDONOUGH, Buffalo, N. Y.

HARRY MILLER, Secretary, Buffalo, N. Y.

JAS. CAREY EVANS, Treasurer, Buffalo, N. Y.

MARINE RECORD—OFFICIAL PAPER.

PROCEEDINGS OF LAKE CARRIERS' ASSOCIATION ANNUAL MEETING.

The annual meeting of the Lake Carriers' Association was held at Detroit on Saturday, March 3, 1888. There were present Messrs. S. D. Caldwell, E. T. Evans, W. P. Henry, Francis Almy, James Carey Evans, H. H. Baker, and Martin Niland, of Buffalo; Thomas Wilson, of Cleveland; A. W. Colton, of Toledo; Thomas Adams, J. H. Farwell, John Dalgett, John V. Moran, Eber Ward, James W. Millen, A. McVittie, J. W. Candler, A. T. Whiting, George Wallace, J. W. Westcott, John Stevenson, B. Wilds, C. C. Blodgett, and Gen. O. M. Poe, of Detroit; W. J. Oaley, of Mt. Clemens; Capt. Hangood, of Bay City; Capt. J. G. Keith, of Chicago; and many others whose names escaped record. The meeting was one of the best attended and most satisfactory that the association has had.

The president's annual report was read, and its subjects were then taken up in order.

On motion of Mr. Colton, of Toledo, the incoming board of managers was requested to have the next annual meeting held some time in January at such place as they might consider advisable.

CHICAGO BRIDGE REGULATIONS.

President S. D. Caldwell read letters from Chicago stating that an ordinance had been introduced in the Chicago common council last Monday, proposing to close the principal bridges over the Chicago river between the hours of 6 and 9 o'clock in the morning, and 4 and 8 o'clock in the evening.

Mr. E. C. Evans, who had just come from Chicago, thought some action should be taken to prevent the passage of the ordinance, but not such as would excite any antagonistic feeling. He stated that the vessel despatcher system introduced last summer seemed to give good satisfaction.

On motion of Capt. Wilson, of Cleveland, Messrs. Ira H. Owen, W. M. Egan, and James Austrian were appointed a committee of three to investigate the prospects of the proposed ordinance and report what action they deem desirable to be taken.

SAULT STE MARIE LOCK.

On motion of Capt. W. P. Henry, of Buffalo, the following resolutions were unanimously passed:—

WHEREAS The commerce through the Sault Ste Marie ship canal and lock is increasing so rapidly that, should the present rate of progress be continued for two years more, the estimated ultimate capacity of the present lock—the largest in the world—will have been reached; and

WHEREAS, Immediate and liberal appropriations are needed for completing the new lock to avoid seriously crippling the enormous and rapid growing commerce of the great northwest; and

WHEREAS, A bill has been introduced in the senate (see 1821) by Mr. Palmer and in the house by Mr. Farquhar, calling for an appropriation of \$4,740,000 for the improvement of the Sault Ste Marie lock and approaches.

Resolved, That the Lake Carriers' Association urge upon congress the pressing necessity of appropriating this sum, as recommended by the chief of engineers, at once, so that all contracts for the new lock may be let, material furnished and work done with the least possible delay.

Resolved, That certified copies of this resolution be sent to the members of the senate and house committees on commerce, to the secretary of war, and to the senators and representatives from the districts represented by this association.

WRECKING LAWS.

The secretary stated that the subject of our wrecking relations with Canada was taken up two years ago and it was then found that, by an act of congress passed June 19, 1878, the president of the United States was authorized to extend free wrecking privileges to Canada at any time that she might grant the same to us. The subject, at the request of this association, was brought to the attention of the Canadian government, but nothing was accomplished—owing

mainly to the friction induced through the fisheries complications. The matter is now receiving attention again and a letter just received from Montreal states that a bill is about to be submitted to the dominion parliament by Mr. Kirkpatrick, the member from Kingston urging free wrecking.

On motion of Capt. W. P. Henry the following resolutions were unanimously adopted:—

WHEREAS, Under laws and regulations now in force in the Dominion of Canada all United States vessels are prohibited from rendering aid to wrecked or disabled vessels in Canadian waters; and

WHEREAS, By an act of congress approved June 19, 1878, Canadian vessels of all descriptions were to be permitted to render aid to Canadian or other vessels wrecked or disabled in the waters of the United States contiguous to the Dominion of Canada, said act to take effect by its terms when by proclamation of the president it was declared that reciprocal privileges had been extended by the Dominion of Canada to vessels of the United States wrecked in Canadian waters; and

WHEREAS, No proclamation of the president as contemplated in the act aforesaid has yet been promulgated, and the commerce of the United States, especially upon the lakes and rivers of the northwest suffers great injury by the neglect of the government of the Dominion of Canada to extend the reasonable comity of privileges sought in the act aforesaid; therefore

Resolved, That the secretary of state be, and he is hereby requested to, acquaint the government of the dominion aforesaid with his desire for the friendly and equitable relations sought under the act aforesaid, and to urge that the requisite action be taken by the dominion government in the premises.

Resolved, That certified copies of these resolutions be sent to the senators and representatives from the districts represented by the association and to other persons interested.

LEGISLATION.

The bill (H. R., 6135) introduced in congress by Mr. Cummings, prescribing imprisonment for not less than six months for any owner, agent or master requiring any licensed officer of a steam vessel to serve more than twelve hours in any twenty-four, was next discussed, and the following resolutions passed:—

WHEREAS, House bill 6135 has been introduced in the national house of representatives at the present session entitled, "A bill for the better protection of human life on merchant steam vessels of the United States," providing (under severe penalties), that the maximum hours of labor for a licensed officer, as prescribed by law, shall be twelve hours in each twenty-four hours; and

WHEREAS, The effect of such a law in operation would be to require the master, when beset with dangers, to nicely calculate how long each licensed officer had served; in moments of supreme necessity to rest the safety of all on the voluntary obedience of the licensed officers and the nice construction of a law; to require the captain on occasion to sacrifice his ship, his passengers and crew, on pain of going to prison if he sought to save them, and in every prolonged emergency to jeopardize the ship, with all on board, by placing the master of every steamer completely at the mercy of his subordinate officers at such times.

Resolved, That such proposed law should be condemned as unreasonable, as calculated to greatly enhance the dangers which it is the ostensible purpose of the bill to avert, and as being class legislation of the most objectionable and dangerous character, in every view and every sense pernicious and mischievous.

Resolved, That certified copies of these resolutions be sent to the senators and representatives from the districts represented by this association.

Concerning the bill (H. R., 4977) introduced by Mr. Taft, of Michigan, the following resolutions were passed on motion of Mr. C. C. Blodgett, of Detroit, seconded by Mr. W. B. Daley, of Mt. Clemens:—

Resolved, That house bill 4977, which forbids any steamer to leave port without a full complement of licensed officers, is impracticable upon the great lakes, where, on trips from port to port, minor licensed officers often leave the steamer as she is about to sail, and that it should not be made applicable upon those lakes, where the vacancy can be filled by promotion or at the next port at which the steamer stops.

Resolved, That copies of this resolution be sent to the senators and representatives from the districts represented by this association, and that they be asked to oppose the bill in its present shape.

With reference to Mr. Nutting's bill (H. R., 6948), it was decided that some legislation to prevent overloading is desirable, but that the proposed bill is too crude, indefinite and uncertain, conferring arbitrary and irresponsible powers on the officers to be appointed under it. It being understood that the author of the bill was willing to accept a substitute, a committee, consisting of Messrs. Thomas Wilson, of Cleveland, P. Henry, of Buffalo, and Eber Ward, Detroit, was appointed to confer with Cleveland vessel owners association for the purpose of drafting some more suitable measure.

The same committee was instructed to draw up resolutions in co-operation with

the Cleveland association, protesting against the bridges proposed to be built at Duluth (H. R., 5191 and 5192), and especially the one across the canal entrance to the harbor.

A letter from Capt. McDougall, of Duluth, was read claiming that the bridges were in the interest of Duluth land speculators and would be very disastrous to lake navigation. Capt. Henry said that a swinging bridge across the canal would be blocked by ice during the closing weeks of navigation and would prove a serious obstruction to commerce. A letter was read from Mr. J. T. Whiting stating that the bills had been referred to a committee of three United States engineers for their report.

Mr. Chipman's bill (H. R., 7085) calling for an appropriation of about \$300,000 for some twenty-six improvements in the erection of lighthouses and fog signals on the great lakes, was heartily endorsed, the proposed works being considered by the association as not only desirable but urgently necessary. The secretary was instructed to telegraph this action of the association to Mr. J. T. Whiting at Washington, and instruct him to endeavor also to procure an amendment to the bill providing for a lighthouse and fog signals on the south end of Buffalo breakwater.

TREASURER'S REPORT.

The treasurer's report was then read, ordered, accepted and placed on file. On motion it was ordered that \$100 of the balance be given to the secretary in recognition of his services during the year.

The president then left the chair and nominated Capt. James W. Millen as chairman of the meeting of members for the selection of a new board of managers. On motion of Capt. Eber Ward the warm thanks of the association were voted to Mr. S. D. Caldwell for the attention he had given the affairs of the association.

On motion of Mr. Colton, the chair appointed a committee of three, consisting of Messrs. Colton, Henry, and Wilson, to submit names for a new board of managers, the secretary being asked to confer with it. The committee reported the following ticket: Messrs. Thomas Martin, Oswego; James Ash, W. Bullard, S. D. Caldwell, E. T. Evans, W. P. Henry, and P. P. Miller, Buffalo; F. J. Firth, Erie; M. A. Bradley, H. M. Hanna, and Thomas Wilson, Cleveland; A. W. Colton, Toledo; James W. Miller, and Eber Ward, Detroit; James Davidson, Bay City; Joseph Austrian, W. M. Egan, and Ira H. Owen, Chicago; R. P. Fitzgerald, and David Vance, Milwaukee; and Alex McDougall, Duluth.

The secretary was instructed to cast the unanimous vote of the meeting for this ticket.

The members meeting now adjourned to 2 p. m., and a meeting of the newly elected board of managers was held for the election of officers for the ensuing year. Mr. S. D. Caldwell was re-elected president and the following vice presidents were elected: Messrs. Frank J. Firth, of Erie; Thomas Wilson, of Cleveland; James W. Millen, of Detroit; and Ira H. Owen, of Chicago.

The resignation of the secretary, whose new business engagements rendered it impossible for him to devote the necessary amount of time to enable him to attend properly to the duties of the position, was presented by Mr. Caldwell and accepted, and Mr. Harry Murphy was elected secretary for the coming year. On motion of Captain Millen it was voted that the secretary should receive \$250 for his services for the year. It was decided not to increase the dues but to defray this expense by special contributions. Mr. James Carey Evans was re-elected treasurer. Some informal discussion was held, concerning the Inland Lloyd's classification, and a proposition to start no boats until May 1, but action was deferred until the afternoon meeting.

It was voted that the MARINE RECORD of Cleveland be continued for another year as the official paper of the association.

At the afternoon meeting, which was called to order at 2 p. m., some of the morning resolutions concerning bills before congress were further discussed and put in better shape. A letter was read from Mr. F. J. Stimpson, marine reporter, Mackinac City, stating that the signal service bureau had decided to discontinue, after March 30, the signal office at that point on account of insufficient appropriations. On motion of Capt. Blodgett the following resolution was adopted:—

WHEREAS, It has come to the knowledge of this association that it is proposed to discontinue the signal office at Mackinac City, Mich.

Resolved, That it is the sense of this association that the discontinuance of this station would be very detrimental to the commerce of the lakes, and that the signal service bureau be urged to continue such station in operation.

Mr. A. A. Parker brought up the subject of the Inland Lloyd's classification and stated his belief that no one man was competent to classify all the vessels on the lakes in the present manner without personal inspection. Instances were mentioned by various gentlemen present in which the present classification was considered unjust. Mr. Parker thought it would be well that the inspection should be by one man from the Inland Lloyd's and one from the vessel interests jointly. Capt. Henry thought that the Lake Carriers' Association, representing the marine interests of the great lakes generally, might appoint inspectors to co-operate with those of the Inland Lloyds. Mr. Parker read a letter from Mr. Townsend Davis of the Inland Lloyds, stating that a meeting would be held at their Buffalo office March 15, to hear criticisms and suggestions concerning the present method of classification, and that the 1888 register would not be printed until after that meeting. He hoped that a full and representative attendance of vessel men would be on hand. On motion of Mr. W. B. Daley the chair appointed a committee of three consisting of Messrs. A. A. Parker, of Detroit; M. A. Bradley, of Cleveland; and W. P. Henry, of Buffalo, to attend the meeting and present the views of the association.

Capt. Henry brought up the subject of vessels starting out in the spring and thought it would be well to have a general understanding as recommended by Capt. Millen at the morning session, that no vessel should start before May 1. Messrs. Caldwell and Ward doubted the practicability of such a scheme. Capt. Wilson suggested that a committee be appointed to see the various vessel men and get them to sign an agreement not to start their boats before the date set. Capt. Blodgett thought a recommendation from the association would be quite as effective and more satisfactory. On motion of Capt. Henry it was voted the association recommend all vessel owners to send out of port no vessel, steam or sail, before May 1, 1888, and the secretary was instructed to send a copy of this resolution to each member of the association, and to publish it in the MARINE RECORD.

After passing a vote of thanks to the Detroit board of trade for their courtesy in granting the use of their rooms to the association, the meeting adjourned.

[President Caldwell's Report Continued from 2d Page.]

at present, but to avoid sudden seizure of a vessel at an inconvenient time. The bills were sent to all our managers, and were submitted to counsel at Buffalo, Cleveland, Philadelphia, etc. Though hardly adapted to our needs here, in their original shape, the bills yet furnished valuable suggestions, and it was felt that united action toward some improvement upon the present methods was desirable. At a board meeting December 24 the subject was referred to a special committee, consisting of Messrs. Frank J. Firth, H. M. Hanna and W. P. Henry, to confer further with the national board of steam navigation, and report later for final action. This committee has taken the matter actively in hand, but is not yet ready to make formal report.

INTER-STATE COMMERCE COMMISSION. April 4, 1887, learning that the interstate commerce commission was occupied in hearing arguments in favor of allowing certain rail lines to charge less for a long than for a short haul, owing to the existence of water competition, we addressed Hon. T. M. Cooley, chairman of the commission, by mail and by wire, expressing our vital interest in their first decision on this point, as forming a precedent for future cases, and asking that we be allowed a hearing in opposition to such permission being granted. A reply was received from Judge Cooley, under date April 6, stating that the subject was under investigation, and that while they would probably make a temporary order to prevent derangement of business, they would not go further until opportunity had been given for a full hearing. As intimated, certain southern roads were temporarily relieved from the operation of the long and short haul clause, and April 9 we wrote again, expressing our views more fully against making the order permanent. We argued that there was no reason why railroads should be allowed to make rates to meet water competition, which they were not willing to extend to their local non-competitive business, and that it was unnecessary for the public interests, as competition on our great national water ways was sufficiently free so that unduly profitable rates in any direction would quickly attract extra vessel tonnage to such an extent as to promptly remedy the evil. Correspondence was also exchanged on the subject with various southern water lines. May 2 we

addressed the commission, opposing the petition of a specific northwestern railroad, which asked relief from the long and short haul clause because of the large quantities of business being contracted for summer delivery by the lake lines for and from Duluth; and our arguments undoubtedly assisted toward the refusal of the commissioners to exempt the northwestern roads from the section in question.

LYCOMING-JEWETT ARBITRATION.

This arbitration, being of considerable importance in itself and the first and only one yet held under the rules adopted February 19, 1887, deserves brief notice here.

November 24, 1886, the steamer Lycoming met the steamer H. J. Jewett without her rudder, and showing a signal of distress off the Manitou Islands, Lake Michigan. The Lycoming towed her about fifteen miles, to South Manitou harbor, the time consumed being not over five hours. The owners of the Lycoming rendered bill against the owners of the Jewett, January 3, 1887, for \$10,000. The amount being demurred to, the matter was referred March 8 to arbitration under our rules. The arbitration committee consisted of Mr. S. D. Caldwell, of Buffalo (appointed by the owners of the Jewett), Captain Thomas Wilson, of Cleveland (appointed by the owners of the Lycoming), and Captain James W. Millen, of Detroit, chosen by these two. Their decision, rendered May 13, awarded \$8,000 to the Lycoming, with interest at 6 percent from March 3, the committee feeling that the Jewett was in a very precarious situation, considering the dangerous season of the year, and that the prompt and hazardous service of the Lycoming was of peculiar value, both as saving the vessel, cargo and crew from a considerable risk, and in the saving of valuable time. That the compensation should be liberal, and such that the Lycoming's interest, if again placed in a similar position, would be clearly toward affording assistance.

The owners of the Jewett appealed, May 21, from this decision. They chose, for their second manager on the appellate committee, Captain David Donaldson. For the Lycoming Captain W. P. Henry was selected, the fifth manager being appointed by vote of the other four. The appellate board, as finally constituted, consisted of Messrs. S. D. Caldwell, David Donaldson, Thomas Wilson, W. P. Henry and James Ash. Fresh arguments were submitted on both sides, and both parties appeared before the committee. The decision of the committee, rendered June 29, 1887, reduced the award to \$5,000, with interest at six per cent from April 3.

It is hardly probable that there will soon be another award as high as this. The Jewett and Lycoming are both unusually valuable steamers and November an especially dangerous month. The committee was composed of representative men, from large and small vessel interests alike, and should fairly represent the feeling of the general lake marine.

The great advantage of the plan of arbitration was shown in the avoiding of the expensive and tedious course through the United States courts, and in securing a decision from practical vessel-men, familiar with the facts and with the parties interested. The entire cost of the first arbitration was \$62.00, of the appeal, \$88.25. A full statement of the case, with synopsis of the arguments presented, and with the decisions in full, appeared in the MARINE RECORD of July 21, 1887.

REPRESENTATION AT WASHINGTON.

By vote of the board January 17, 1888, Mr. J. T. Whiting of Detroit was formally appointed to represent the Lake Carriers' association at Washington during the present season. Mr. Whiting has a large and influential acquaintance at Washington among the various committees, and will be of great assistance in securing desired improvements for our lake districts, and in keeping alive and under attention the matters which affect the maritime interests of the great lakes. He is authorized to represent such interests under direction of the board.

He has thus far been especially occupied with arguments in favor of the Sault Ste Marie appropriations, with collecting, examining and reporting upon the numerous bills affecting lake interests, some of which we will take up to-day, and with furnishing information concerning the present state of our wrecking relations with Canada, and the need of improvement therein. This subject, which was dropped two years ago owing to the friction induced by the fisheries complications, is now coming up again, and we have furnished to various representatives, and to the department of state, valuable information collected for our board in 1886.

As the association, with its low dues, has no funds for extra expenses, and as assessments are prohibited by the constitution, a circular was sent to all our members, asking such as were willing, to volunteer to share, on the basis of tonnage, the expense of Mr. Whiting's trip. Answers were received from forty members, representing fifteen different ports, a result not only very satisfactory in itself, but very complimentary to Mr. Whiting. It is also interesting as pointing out a means by which the association may keep its dues low, this encouraging

as general a membership as possible, and yet incur special extraordinary expenses, to be assumed, by such members as are specially interested in the end desired, or as are better able to incur the additional cost. Heretofore all extra expenses have been defrayed by subscription among a few managers, a method, of course, that is not equitable.

SAULT RIVER BUOYS.

A special instance in which the Lake Carriers' association has been directly instrumental in securing needed improvements is in keeping the buoys in the Sault Ste. Marie river until the close of navigation. It has been customary to take up these buoys each fall, just at the most dangerous season of the year, lest they should be carried away by the ice, bush buoys, stakes, and other inexpensive temporary devices being substituted. The saving to the Government was not more than \$1,000 per year, while many valuable vessels were endangered. The subject was brought to the attention of our board November 7, by Captain Thomas Wilson, one of our Cleveland managers. A vigorous telegraphic correspondence was interchanged between our secretary, the light house board at Washington, and Commander Elmer at Detroit, with the result that November 16 an order was issued directing that, in compliance with the request of the Lake Carriers' Association, the spar buoys in the St. Mary's river be left until the close of navigation, the can buoys to be raised and replaced with spar buoys of the same color, which should be left with the others.

DAVID DONALDSON.

It is with great regret that I have to chronicle the death, November 26, 1887, of David Donaldson, of Buffalo, one of our board of managers from the formation of the association, and one of its five original members. By vote of the board December 22, a letter was sent to his widow, dwelling upon the influence which his life has had upon the development of the commerce of these inland lakes, upon his simple steadfastness of character and many virtues, and expressing the great grief of our board at his loss.

OTHER MATTERS.

March 17, 1887, the MARINE RECORD of Cleveland was made the official paper for the Lake Carriers' Association for the current year. It prints without charge such matter as we furnish, and we aim through it to keep our members currently advised concerning our proceedings, and upon any topics of general interest. We are not responsible, of course, for the utterances of the RECORD, but it works in general accord with us.

November 7, 1887, on request of Hon. Geo. W. Gardner, chairman of committees of the Cleveland board of trade and Cleveland board of industry, and of X. X. Crum, secretary of the latter body, resolutions were passed, [Appendix E], in favor of a change in the plan of the government breakwater being constructed at Cleveland, such as to provide a greater area of protected harbor space for refuge purposes, with draft of water sufficient for the largest vessels.

November 7 resolutions were also passed, [Appendix F], on motion of Mr. Ira H. Owen of Chicago, urging upon congress the desirability of continuing and completing, by sufficient appropriations, the improvement of the harbor of Grand Marais, Lake Superior, as a harbor of refuge.

A number of other subjects have occupied the attention of our board, but have either met with unfavorable action, or are not of sufficient importance to warrant mention here.

I cannot close this report without referring to the activity and energy of the Cleveland vessel owners' association. They have not only actively co-operated with and supported us in all matters of common interest, but they have also brought new subjects to our notice. They have sent a representative, the Hon. R. C. Parsons, to Washington at their own expense, with whom Mr. Whiting has been instructed to co-operate in every way. A committee appointed by them has prepared a most comprehensive list of improvements desired over the whole lake district, and a bill covering them has been introduced in congress by Mr. Chipman. Our constitution provides for local organizations at each port, to look after local interests, and act under our general supervision. The Cleveland association is entirely independent of ours, but is doing good work in harmony with the purposes of our association. It has had a tendency however to reduce our Cleveland membership, and there is no port of importance on the lakes where our representation is so small. The two associations should not antagonize each other. The more representative our membership can be made the more good we can do, and our dues are so low that they can deter no one from joining with us.

And now, finally, let me urge upon our managers and members due consideration of the value of the work which this association is doing, and the importance of their active co-operation therein. Do not leave some one else to do the work. Answer promptly all inquiries made of you. If you cannot attend our meetings, send at least your views upon the topics presented for discussion. In this way we may confidently voice the general feeling of the association, and feel the strength and support that comes from combined and united action.

By order of the board. S. D. CALDWELL, Detroit, March 3, 1888. President.

APPENDIX A.—STEERING REGULATIONS.

Whereas, the supervising inspectors at their

last annual meeting adopted a rule making the steering gear on steam vessels uniform, which rule by approval of the secretary of the treasury went into immediate effect; and

Whereas, it appears from the records of this association that a class of navigators and seamen are employed on the boats whose steering wheels are rigged to comply with the new rule, entirely different from those employed on the steamers whose steering wheels will have to be altered; and

Whereas, uniformity in respect to the steering wheel will make necessary a sudden and complete change in the mode of steering of at least one-half the vast number of steamers on the great lakes, thereby greatly increasing the risks of collision; and

Whereas, it has been represented to this association that the coast-wise vessels on the Atlantic, if the rule is put in effect, will be subjected to as great risks as those referred to on the lakes; and

Whereas, it has been represented to this association that the rule and custom in the United States navy with reference to their steering wheels is exactly opposite to the new rule; therefore be it

Resolved, that the enforcement of this rule will be attended with such great risks in navigation, both on the lakes and on the seaboard, that this association earnestly protests to the secretary of the treasury and to the supervising inspector general against the rule being permitted to remain in force; and

Resolved, that this association earnestly requests the authorities to entirely annul and abrogate the rule as it now stands; and

Resolved, that the inspector general be requested that whenever in the future any such radical changes in the equipment of steamers are contemplated, public notice of it may be given in advance, that the owners of steamers may have an opportunity to express their views on the expediency of such proposed changes; and

Resolved, that it is the sense of this association that no radical change in the equipment of steamers should be made without giving at least one year's notice of the time when such changes shall become law.

APPENDIX E.—CLEVELAND BREAKWATER.

Whereas, certain improvements and additions to the government breakwater at Cleveland are now being made by the United States; and

Whereas, the recent large increase in the size of the vessels building on the great lakes has rendered inadequate the construction of the breakwater on the present plan; and

Whereas, the Cleveland board of industry and Cleveland board of trade, have suggested a change such as to provide a greater area of protected harbor space for refuge purposes, with draft of water sufficient for the largest vessels:

Resolved, that the board of managers of the Lake Carriers' association consider it very important for the marine interests of the great lakes that the refuge facilities at Cleveland should be ample; also

Resolved, that certified copies of this resolution be sent to the secretary of war, to the United States engineer in charge of the work, and to other persons interested.

APPENDIX F.—HARBOR OF REFUGE AT GRAND MARAIS, LAKE SUPERIOR.

Whereas, the coast of Lake Superior, from Whitefish Point to Grand Island, a distance of over eighty miles, is exposed to the severest storms of this region, without any harbor that vessels navigating the lake can enter; and

Whereas, Grand Marais, situated nearly midway between the places above mentioned, has a harbor which, if the entrance is further enlarged and deepened as contemplated, will afford a refuge, safe, and easy of access; and

Whereas, there is a considerable and increasing lumber industry at Grand Marais, only needing an improved harbor to develop an important commerce; and

Whereas, the United States engineer in charge of the improvement has recommended an appropriation of \$200,000 for the prosecution of the work the coming season:

Resolved, that the board of managers of the Lake Carriers' Association urge upon congress the desirability of continuing and completing, by sufficient appropriations, the improvement of the harbor of Grand Marais as a harbor of refuge;

Resolved, that certified copies of this resolution be sent to the secretary of war, to the senators and representatives from the different districts represented by this board, and to others interested.

The expenses of the association for the year 1887 were \$634.34, and the receipts \$784.86 leaving a balance in the treasury of \$150.52.

[We have heretofore given the subject matter, contained in President Caldwell's report relative to the naval reserve and the letter of the secretary, of the Lake Carriers' Association and omit it in this edition.—Ed.]

Captain Deeg, of Detroit, is the proud and happy father of a ten-pound girl baby, born February 28.

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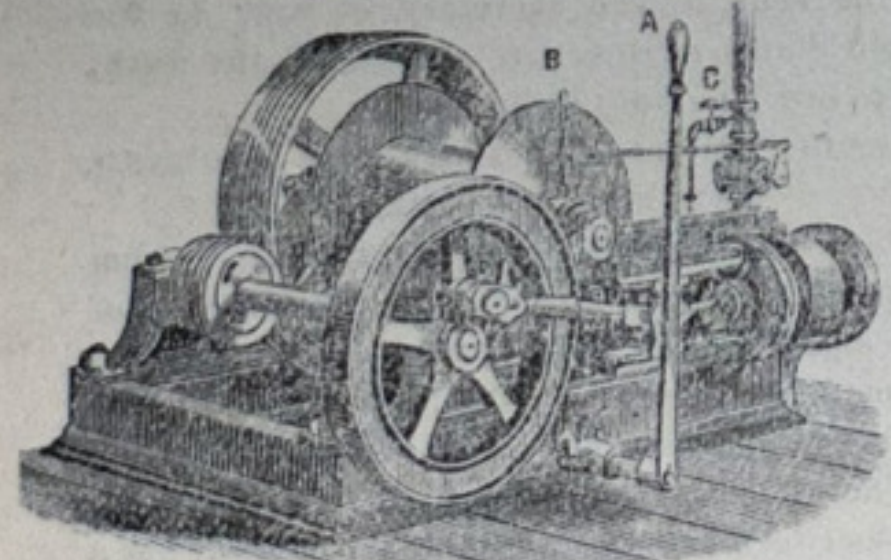
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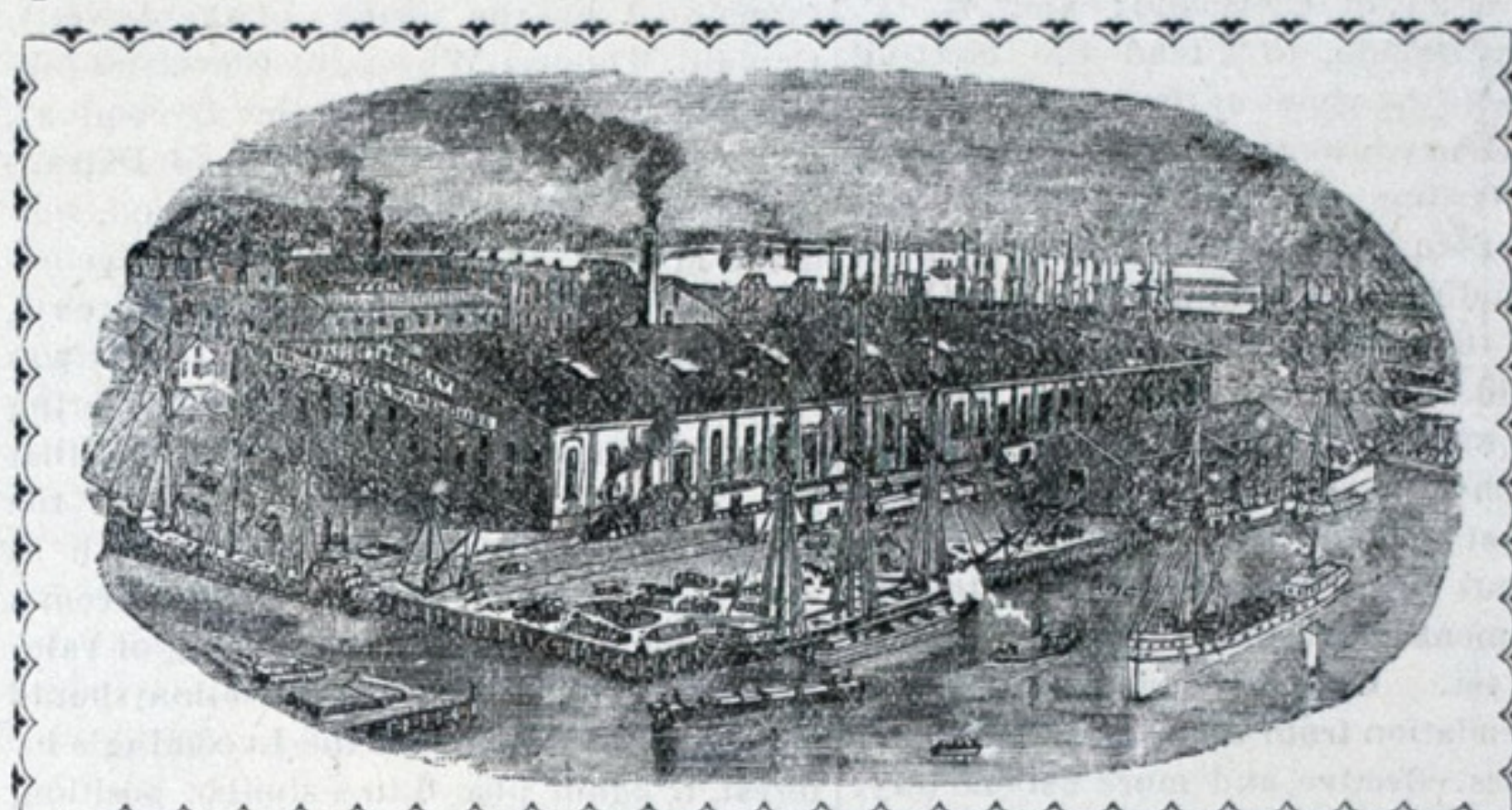
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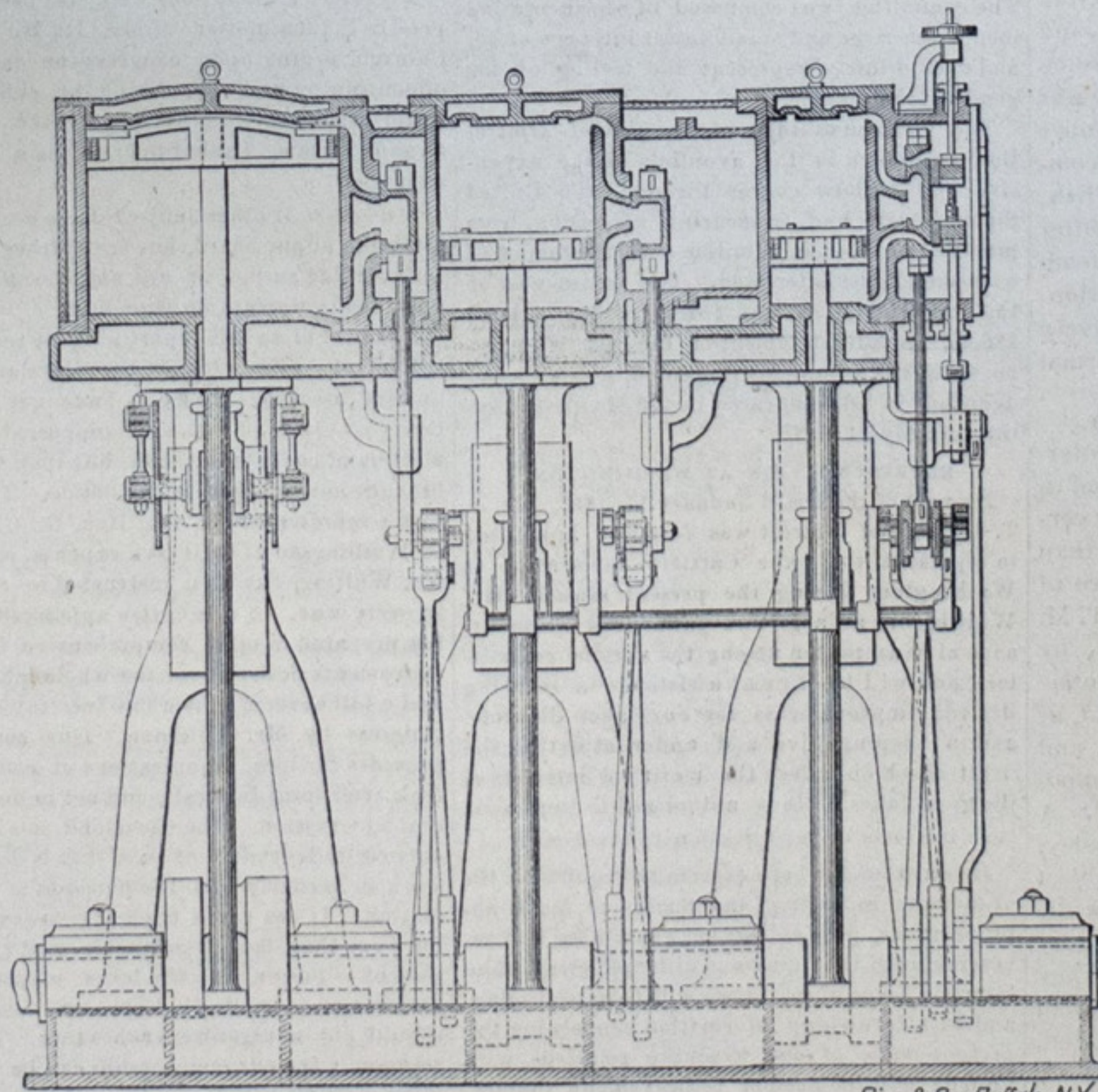
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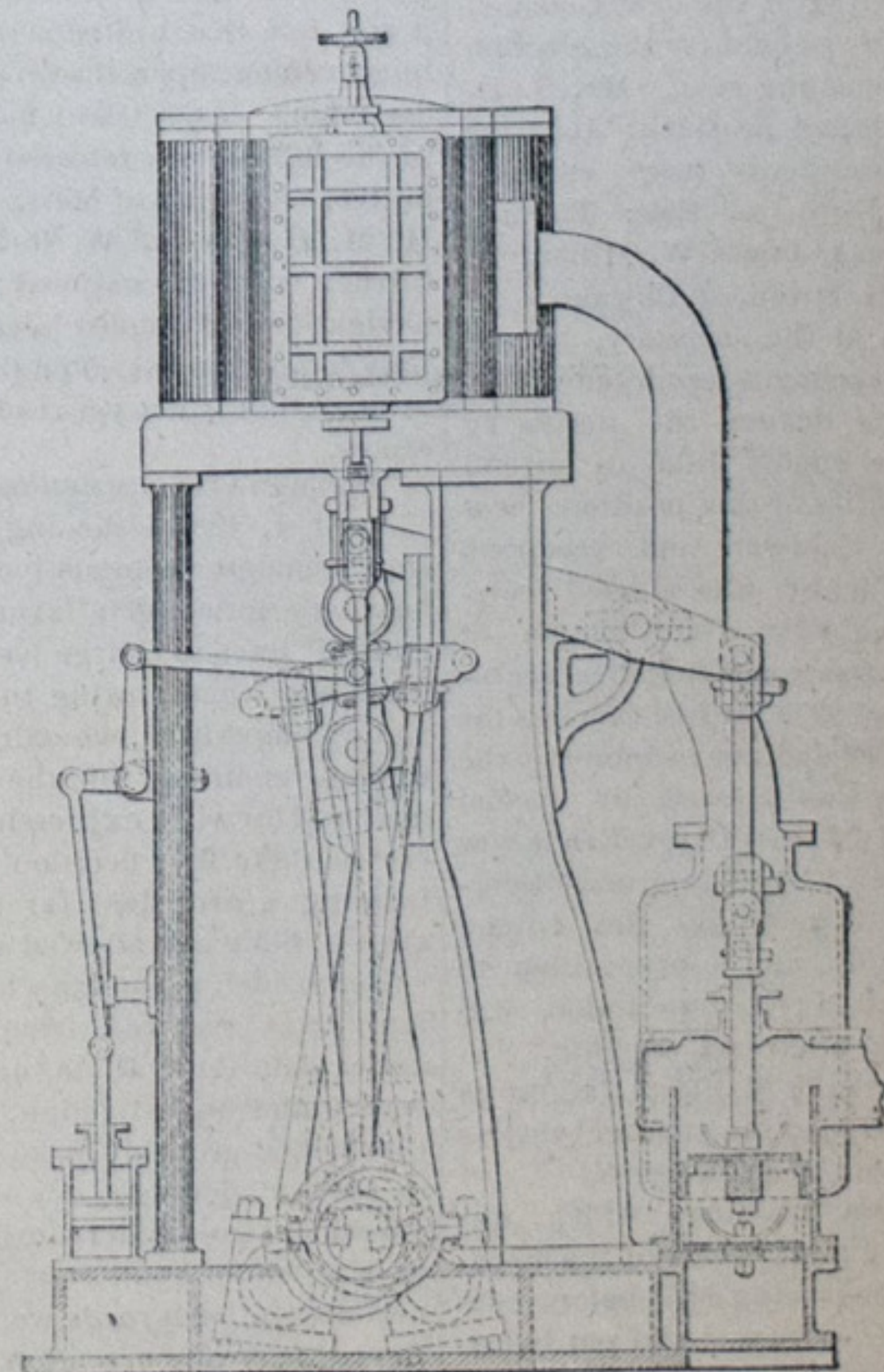
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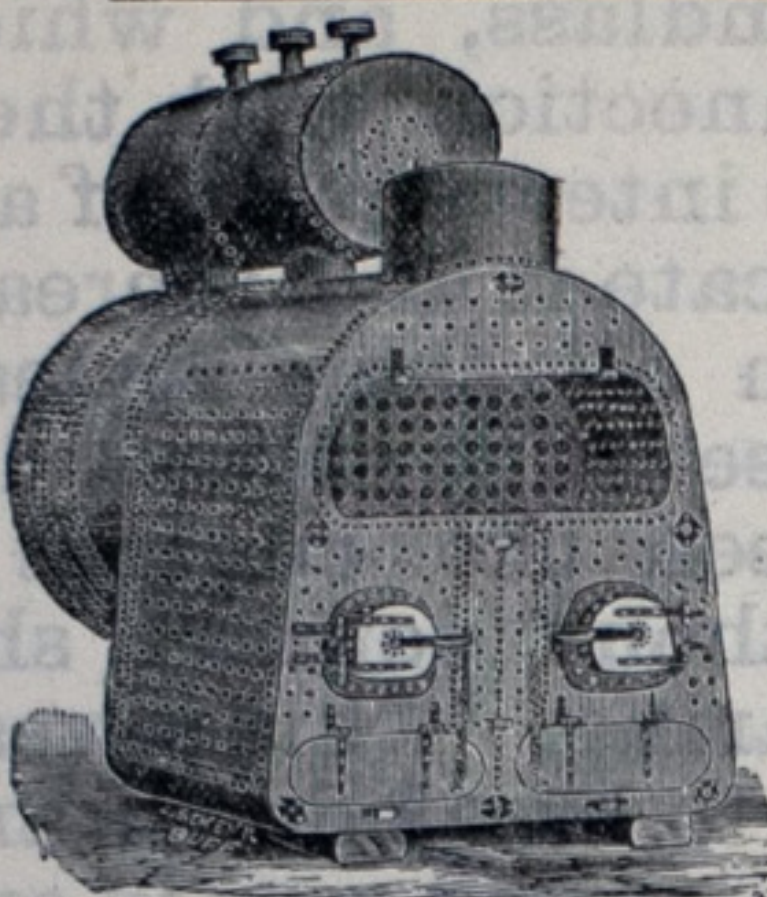
Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	12 55 A M	12 55 A M
No 8, N. Y. B. & A. Express.....	12 55 A M	12 55 A M
No 26, Elyria Accommodation.....	17 45 A M	17 45 A M
No 24, Buffalo Accommodation.....	11 05 A M	11 05 A M
No 24, Toledo Accommodation via Norwalk.....	11 05 A M	11 05 A M
No 10, New York & Boston, "Flyer".....	11 35 A M	11 35 A M
No 12, N. Y. & B. Fast Express.....	12 20 P M	12 45 P M
No 2, Night Ex. via Norwalk.....	9 40 P M	10 00 P M
No 22, Night Ex. via Sandusky.....	19 40 P M	19 40 P M
No 26, Connect Accommodation.....	14 25 P M	14 25 P M

Westward.	Arrive	Depart.
No 1, Fast Limited Express.....	12 15 A M	12 15 A M
No 25, Cleveland Express.....	12 15 A M	12 15 A M
No 3, Chicago Express via " ".....	15 30 A M	5 45 A M
No 23, Mich. Accom. Norwalk.....	15 30 A M	15 30 A M
No 21, Toledo Ex. via Norwalk.....	11 20 P M	11 20 P M
No 5, St. Louis Ex. via Sandusky.....	10 50 A M	10 55 A M
No 9, Chi. Pac. Ex. via Norwalk.....	6 55 P M	7 15 P M
No 11, Elyria ac to Elyria only.....	18 10 A M	18 10 A M
No 27, Connect Accommodation.....	18 10 A M	18 10 A M

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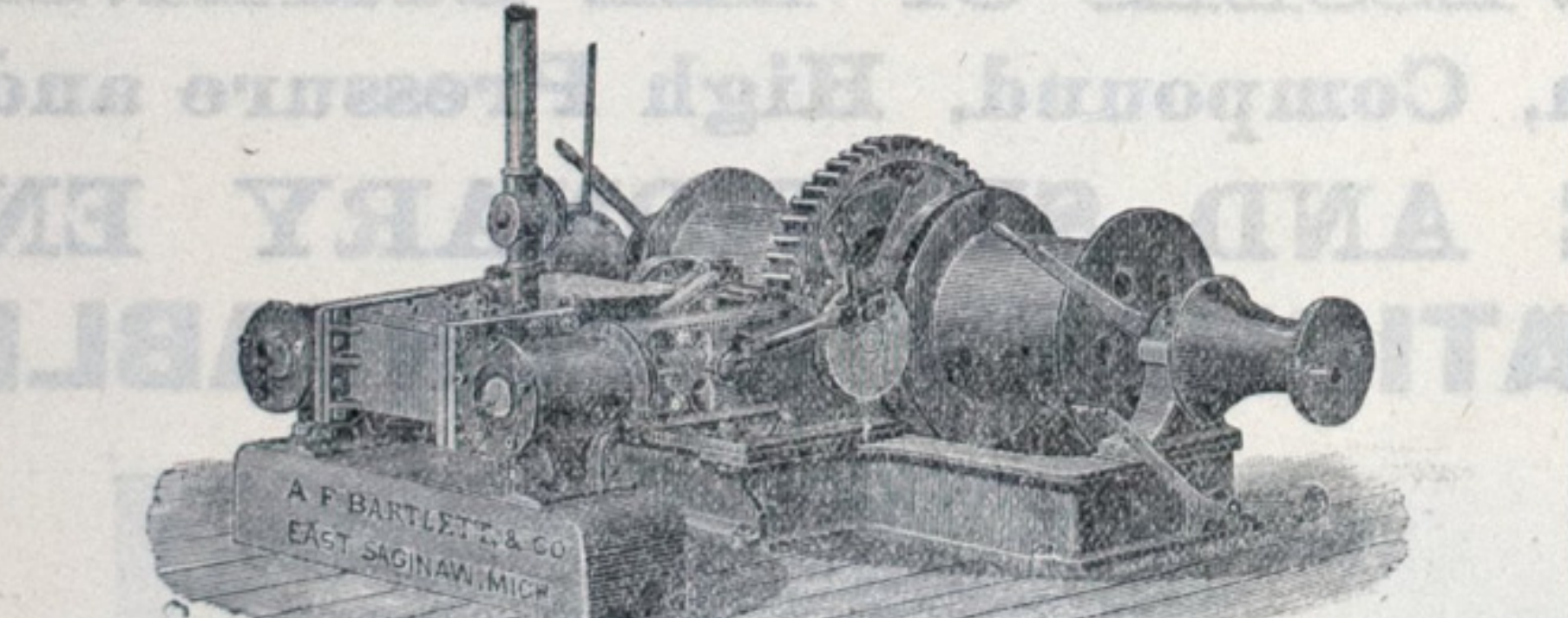


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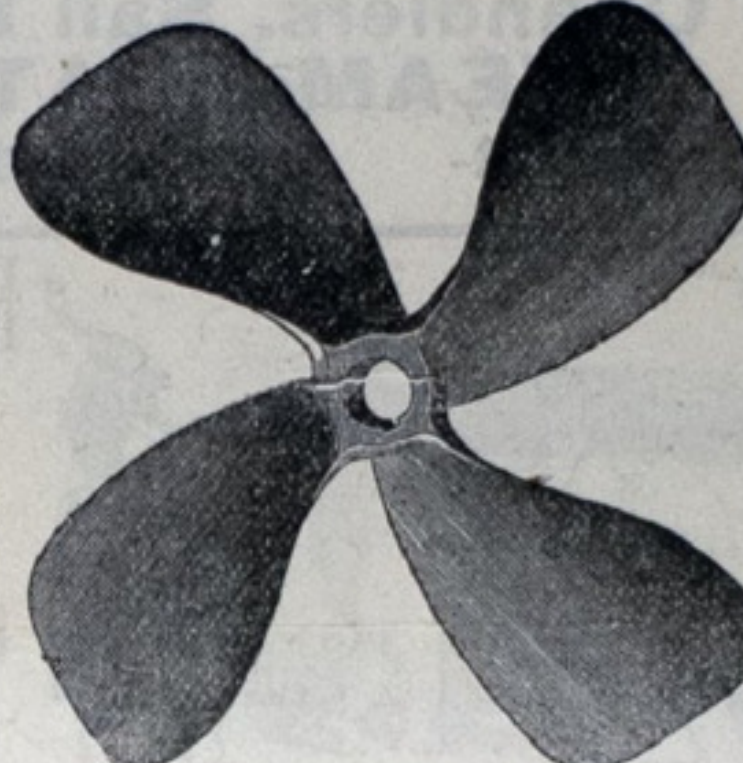
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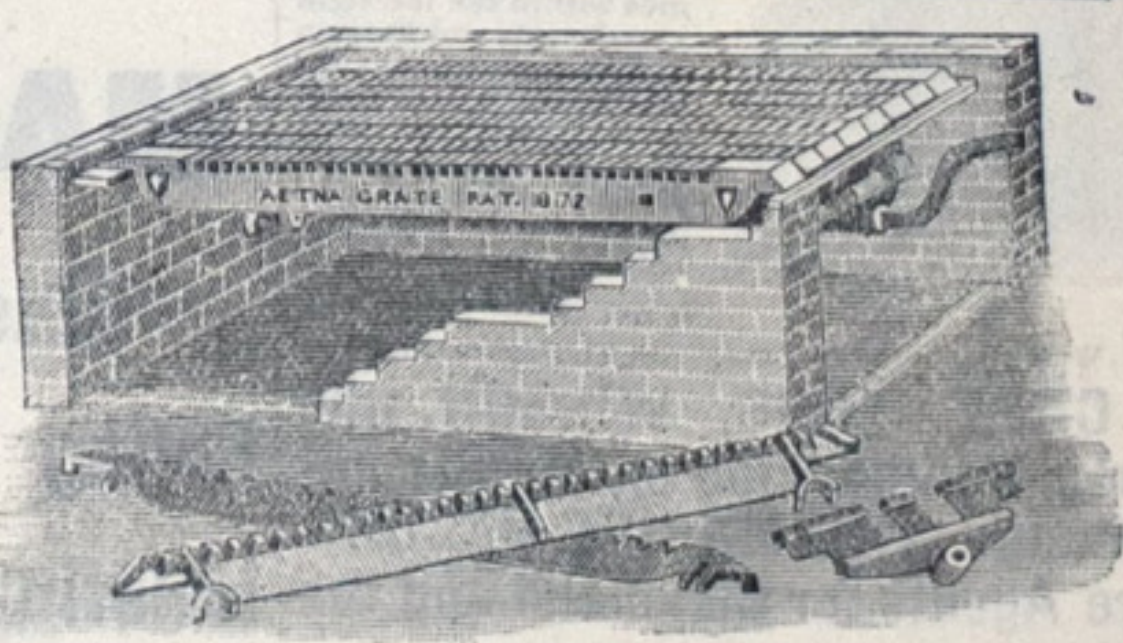
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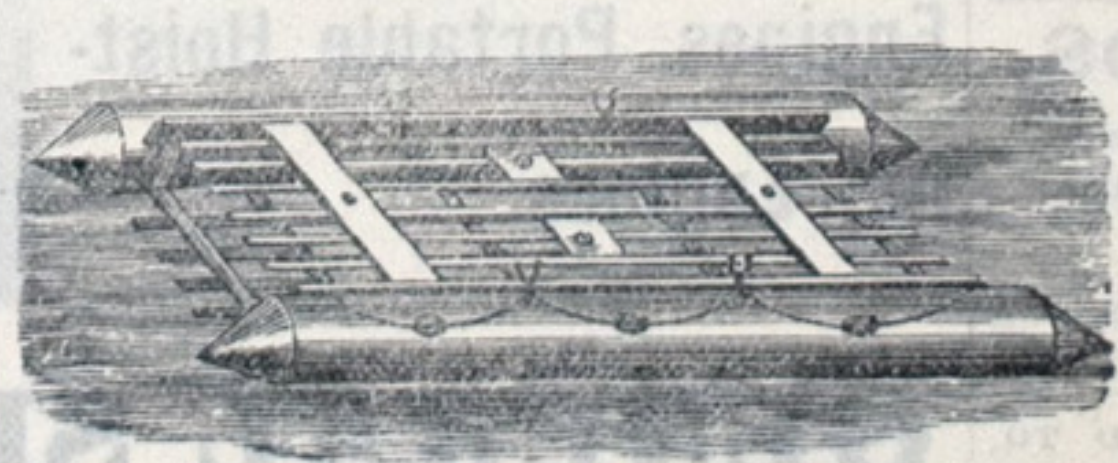
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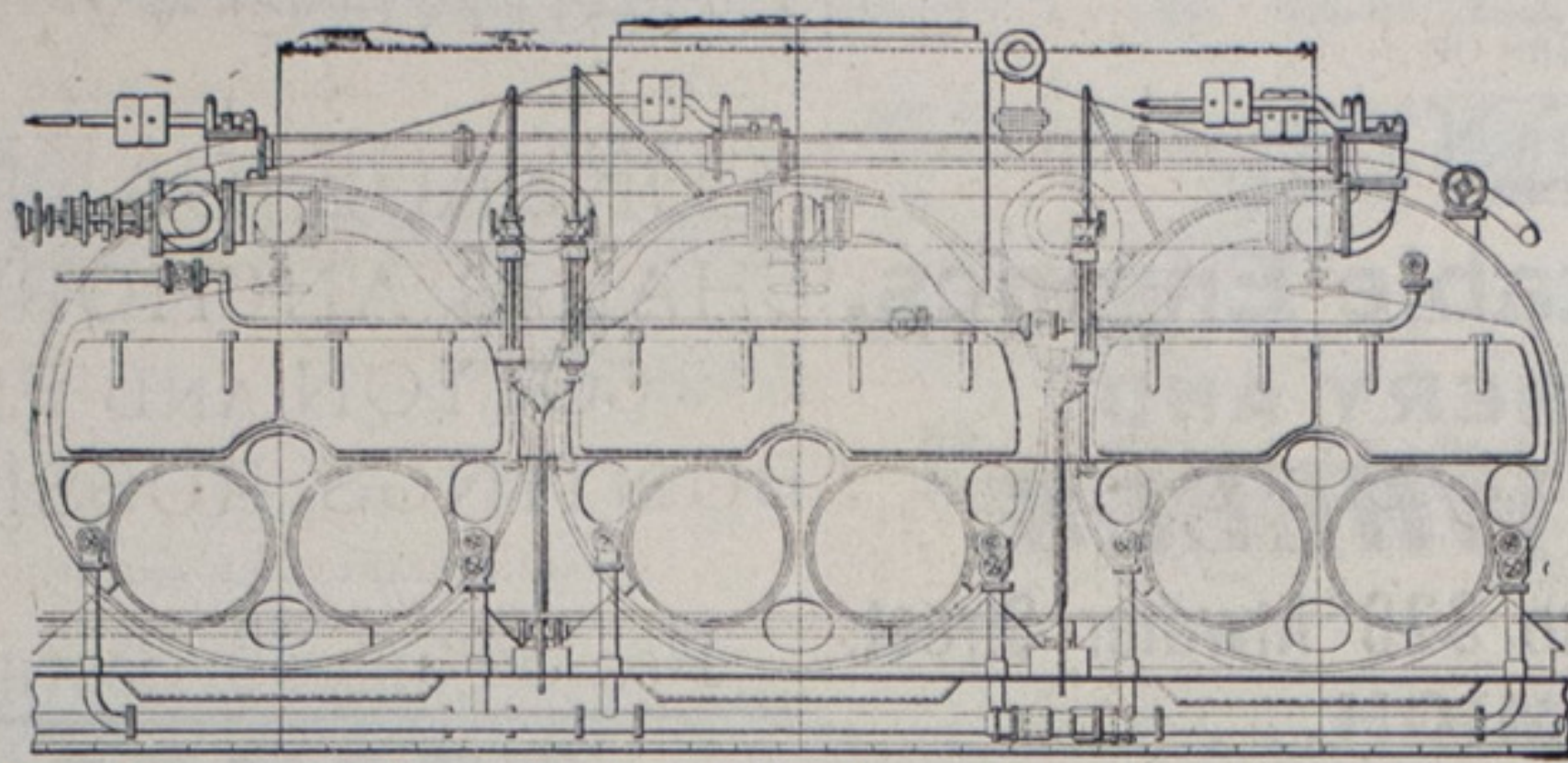
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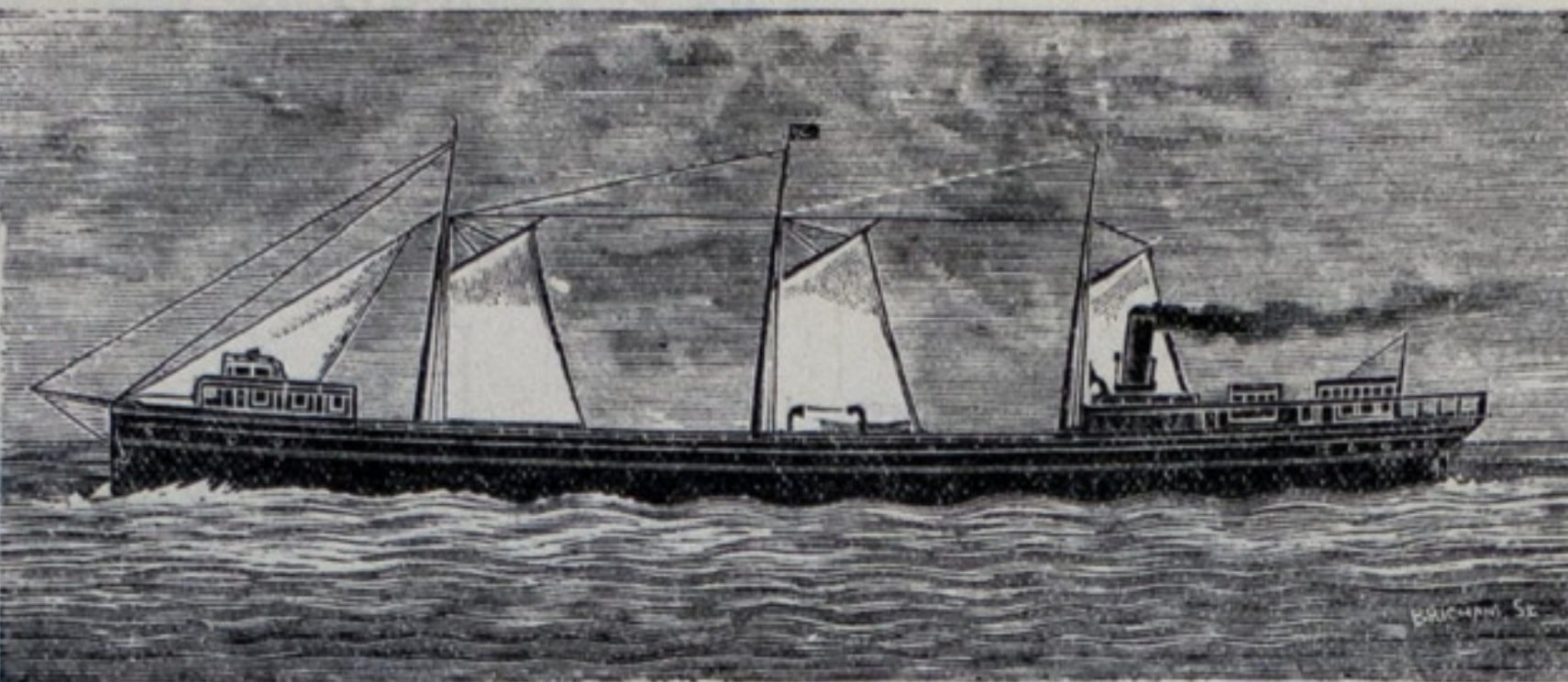
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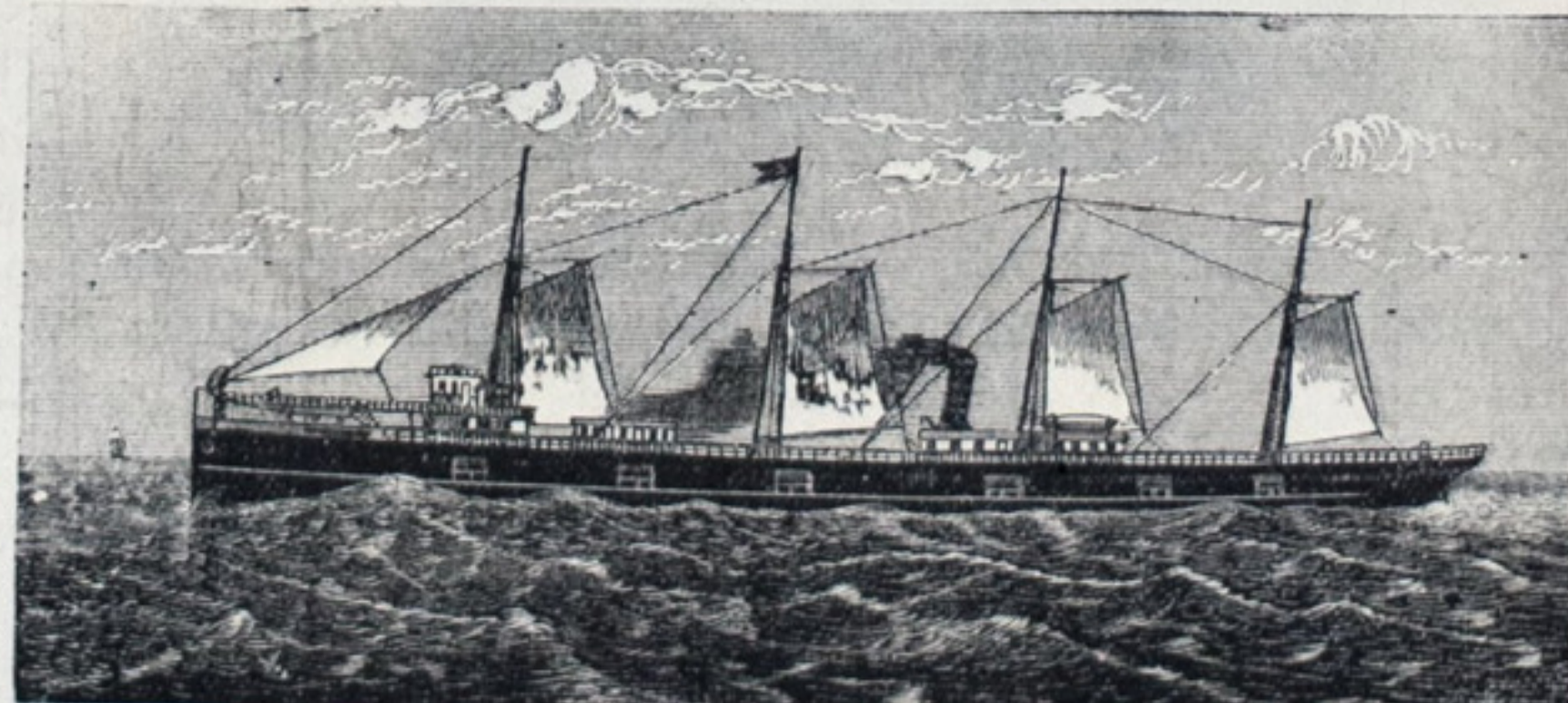
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